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JUNE 1975

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FEATURES and STORIES

Photographs of the Month 14
120 Years of Steam Locomotive Development by Paul T. Warner 22
Wayne Bridges, Interesting Railfan No. 150 by Freeman Hubbard 34
Lightning Slinger, by Don Livingston 38
Amtrak Problems on the Southern Pacific by Dr. Frederick C. Gamst 42
Freedom Train Heading Westward (photo-story) . 46
Short-Line Locomotive Rosters, by Sy Reich 52
Night Train, by Oliver Towne 58

DEPARTMENTS

Transit Topics by Steve Maguire 2
The Mail Car 7
Information Booth by Barbara Kreimer 29
In Search of Steam by Mike Eagleson 49
Trackside in the Diesel Age by Jim Edmonston 50
Passenger Train Survey 57
The Hobby Club by Sy Reich 59
Books of the Rails by Gorton T. H. Wilbur 60
The Switch List 62
Coming Events 63
Pen Pals Wanted 63

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Illinois Central Gulf photograph

Illinois Central Gulf is taking a different tack in their Bicentennial observance; new locos are being named after some of the railroad's famous former employees, many of whom played important roles in the nation's history. Engine 9600 was named after Casey Jones, noted Illinois Central hoghead. It was the first of 40 new GP38-2 diesels that went into service between late '74 and early '75. The ICG locos were built at General Motors EMD, La Grange, Ill. Many railfan clubs paid homage to Casey in April on 75th date of his death.

STEVE MAGUIRE'S

TRANSIT TOPICS

KAISER ENGINEERS, the firm that designed and engineered the controversial Skybus for the Port Authority of Alleghany County, Pittsburgh, Pa., is smarter now than it was before. It picked steel wheels instead of rubber tires for the proposed Dade County $870 million rapid transit system at Miami, Florida. The Pittsburgh Post-Gazette, which consistently tried to promote Skybus for the city it serves, quotes Kaiser's Eugene Stann, project manager for the 48-mile totally elevated Miami system, as saying:

"Initially, we favored a rubber-tired system like Skybus, but we went with steel wheels because they have demonstrated more capability. Another factor in our decision was that the great advantages of rubber tires are not really needed in Miami, where the terraine is flat. Rubber-tired transit is best in hilly country, with steep grades and sharp turns."

We wonder how Kaiser Engineers could explain how the vast Pittsburgh Railways surface rail system ever operated hundreds of miles of surface track, up and down hills and around some unbelieveable curves, with so much precision and reliability for more than a half-century, without using rubber on the trolley wheels? — Donald Slick of Oil City, Pa., sent us this news-story.

Also in Pittsburgh, the Duquesne Incline set a record in 1974 with 492,590 passengers. This figure came from the Society for the Preservation of the Duquesne Heights Incline and from Jim Cerny of that city. Best single day was November 29th, with 3,133 riders.

Souvenir sales at the Incline exceeded $20,000 for the year, which was a big increase and which led to a modest pay raise for the operators and conductors.

With temperature last February near 30 below, Canadian National RDC-1 No. 6106 winds up her 184-mile run, Edmonton to Grand Centre, Alta. Car will retrace route early next day.

W. Salter, Box 836, Grande Centre, Alta., Canada

Photo by Ara Mesrobian from Smithsonian Institution

Two ex-Capital Transit Co. cars, Washington, D.C., restored at Smithsonian Institution.

FARES on the Shaker Heights Rapid Transit soared from 60 to 75 cents for a one-way ride last January, reports Al Kleinsmith, Cleveland, Ohio. The action was taken to cut down a projected 1975 deficit of $600,000. Token rates went up and a 10-cent charge for transfers was added. At the same time, special discounts for the elderly and handicapped were authorized. They now pay 35 cents a ride during non-rush hours and on weekends.

INDIANA state legislators are considering bills which would enable counties to form regional public transit authorities and obtain the local matching funds needed to receive Federal transit aid. The money could be used for operating and improving any form of local transit, including commuter rail, buses, and rapid transit. One Federal grant made over two years ago remains unused because local matching funds are unavailable. Under the 1974 transit aid law, Lake and Porter counties alone would be eligible to receive $13.9 million in Federal operating subsities over the next six years.

If public support is not forthcoming, Penn Central commuter service to Valparaiso, and CSS&SB trains from Chicago to Gary, Michigan City, and South Bend will cease to run. This information comes from the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003.

THE FIRST fatality reported from graffiti vandalism on the New York subway system occurred recently when, The New York Times reports, a 16-year-old boy, who was one of three drawing graffiti inside a car of a moving subway train, fell to his death while running between cars after Transit Police had chased him through the train.

Pittsburgh's Port Authority 36 Drake trolley had rolled into the Martin Villa stop in Castle Shannon on a brisk day this past winter and 23-year-old Terry Franz dug into snow again after it had passed. She is one of four women doing similar work with PAT and likes her job.

Photo by Morris Berman, Pittsburgh, Pa., Post-Gazette

Denver Tramways car 46 and trailer 613 trundle past Colorado state capital grounds, one mile above sea level, in this pre-1916 scene.
L. C. McClure, Denver, Colo., Public Library Western Collection

On learning of this tragedy, MTA Chairman David L. Yunich stated: "The unfortunate death of this young person tragically underscores what has been said many times in the past about the risks taken by those who apply graffiti anywhere on the transit system. Not only is what they are doing an act of vandalism but the hazards are great. The Transit Authority detective who apprehended the youngster was only doing his duty. My deepest sympathy is extended to the boy's parents. I hope that the many young people who hear about this senseless death take our cautionary words to heart."

Elsewhere in the city, Mayor Beame's policy committee has formally recommended that the long-awaited Second Avenue subway be shelved and that available subway construction money be used for the 63rd Street rail tunnel under the East River and two Queens subway routes.

"We have given construction of the Queens trunk line precedence over completion of the Second Avenue subway," says the policy committee. "Construction work in the Second Avenue line will continue until already awarded contracts are finished, but additional contracts must await availability of funds.

This report also recommended using $1.5 billion for new routes — the Queens lines — and the remainder for maintenance of the present subway system.

The clickety-clack of subway trains hitting the open joints between track sections is on its way to elimination, the Transit Authority announces. The nerve-shattering screeching of wheels on curved sections of tracks will apparently continue. Rail welding, but only on straight sections of track, has been started at the 49th Street and Seventh Avenue station of the BMT in Manhattan, the Authority said.

Eventually all sections of straight track on the system will have the open joints eliminated. But the curves will remain.

GROUND-BREAKING ceremonies for the new rapid transit system to be built in Atlanta, Ga., were held on February 19th. Atlanta will become the first Southern city to build a modern subway. The Metropolitan Atlanta Rapid Transit Authority expects to have its $2.1 billion, 60-mile network operating by 1980, with the first portion of the figure Line running by 1978. Ten miles will be built underground, 16 miles will be elevated track, and 26 miles at ground level. An additional eight miles of exclusive bus lanes will be part of the transit system.

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SEVERAL readers agree heartily with Bruce Russel's comments in our March issue concerning over-sophistication of systems and equipment on newly-constructed rail lines, particularly Bay Area Rapid Transit. For example, Samuel Freeman, P.O. Box 95, Far Hills, N.J. 07931, states:

"The alleged justification for the fantastic expense of installing so much automated equipment is to save labor costs. It won't. You need one man, anyway. Add the initial cost and the very high expense of maintenance and you save nothing — not in the first hundred years, at least. The best way I think, is a good, modern signalling system with automatic train control so you can't pass a stop signal, plus cab signals. It is also much more flexible setup."

Jim Spangler of Cleveland calls our attention to a piece in the March issue of Consumer Reports magazine, entitled "Trouble in Mass Transit." Robert J. Swan of Long Beach, Calif., sent us some comments on the same article, by Herb Caen, a columnist for the San Francisco Chronicle. Herb editorializes:

"That chilling report on BART in Consumer Reports, is made all the more devastating by the magazine's cold, flat, anonymous style. What the critics suspected from the start has turned out true: space-age gadgetry and "moonshot mentality" have produced a disaster that could have been prevented by the use of traditional, efficient, but less glamorous equipment and facilities.

"Commuters are driving anyway: patronage is 25 percent under predictions, and bridge and garage traffic have shown only a slight decrease, probably due to gasoline shortages, not due to BART. The line is little more than a commuter railroad for East Bay suburbanites, although almost 60 percent of the workers in downtown San Francisco live in the city and only 17 percent in the East Bay; yet 25 of BART's 34 stations are in the East Bay.

"Lest we forget, the Key System, with five lines and 60 miles of track, ran commuters across the Bay on the lower deck of the Bay Bridge until April, 1958. On the claim that it was losing $350,000 a year and needed $4.5 million to renovate the tracks, Key was allowed to go out of business. BART cost $1.6 billion and is losing over $20 million a year!"

TEHERAN has become the latest addition to the list of cities that have or will soon have subways built on the French design. (An agreement between France and Iran on December 23 provides for the construction of such a subway.)

Mexico City and Montreal already have subways built by SOFRETU (French Company for the Study and Construction of Urban Transport), a branch of the RATP (the Paris transport authority). The Mexico City System, which was built between 1967 and 1970, is 25 miles long. Ninety percent of its equipment is French; the cars run on tires. The Montreal subway also uses tires, but its equipment was built in Canada. It is 15 miles long and was built between 1962 and 1966.

Santiago, Chile, has a French subway system under construction; it will be 11 miles long and its first line is due to be inaugurated shortly. Studies are being conducted on the possibility of building French subway systems in Rio de Janeiro and Ankara and, in the more distant future, in Cairo and Istanbul.

THE TOWN COUNCIL of Silverton, Colo., approved the franchise for a trolley line in the city, voting a 99-year franchise for the Silverton Street Railway Co. in January. Our March issue reported Don Stott's application to build such a line. Unfortunately, according to Robert Gerstly, 153 Pleasant St., South Weymouth, Mass. 02190, so much local opposition developed that Stott finally withdrew his offer, even before a town election could be held to approve the city council's action. This effectively closes the book on the Silverton Street Railway.

ON MANY OCCASIONS we have used material taken from "Hello," Illinois Central Gulf's regular newsletter to its commuters on the Chicago area electric lines. Now after more than 100 issues since its formation in 1966, "Hello" has succumbed — not to old age nor lessening of desire, but to a budget crunch on the ICG line. We will miss this most interesting little publication.

A REGIONAL committee is already forming a mass transit plan for the Cincinnati area in the year 2000 and is looking hard at a light rail system. Charles Brown, 2469 Madison Rd., Cincinnati, Ohio, sent us a news clipping from the Cincinnati Post headline in bold type: "Forecast for Cincinnati in year 2000: STREETCARS AGAIN."

Thomas B. Brush, chairman of Ohio-Kentucky-Indiana Regional Council and a member of the Cincinnati City Council, says the report being prepared by DeLeuw, Cather & Co. of Chicago will probably give the preference to a light rail system over the alternatives.

MORE trolleys from Portugal are being shipped to the United States. At Portland, Ore., the first of three single-trucked cars from Oporto arrived recently for eventual operation in the McCormack Dock project. It was unloaded at Los Angeles and then was trucked to Portland.

At Detroit, the first trolley from Portugal arrived in January. This is a four-wheeler from Lisbon. According to Electricues, monthly bulletin of the Michigan United Traction Club, 8911 Seminole Ave., Detroit, Mich. 48239, the Michigan Transit Museum had ordered a trolley from Oporto. However, due to the fuel shortage overseas, it could not be released and, instead, a car from Lisbon was shipped.

The car is intended for service on a mile of track along Washington Boulevard between Cobo Hall and Grand Circus Park. The City of Detroit has taken an interest in the project and will spent $54,000 to buy three more Lisbon four-wheelers.

In a new development, the MTM may have found a new location for its activities, this one being at the new park being developed by the Oakland County Parks & Recreation Commission. Called Addison Oaks, it lies between Oxford and Lakeville and is being developed as an ecology project. The promoters see a trolley line to run around the park and a museum building to display cars, etc.

Present plans call for buying five former Chicago elevated cars of the 4000 series. They have trolley poles and are intended to operate under wires at the park. The MTM would operate the new line. For details contact Richard R. Andrews, 679 Judith Ave., Westland, Mich. 48145.

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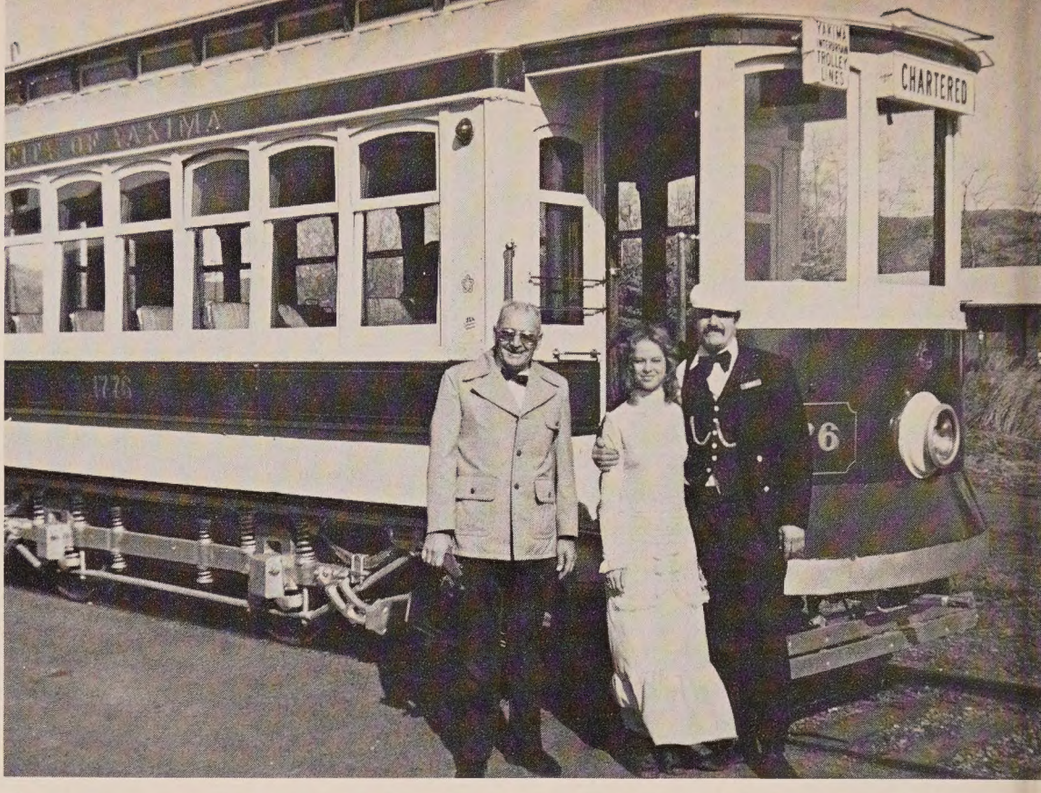

This print represents what the photographer feels is one of the best buys for the railfan today; a chartered Yakima streetcar. For $96 any person, or group up to 32 people, can have Brave Bob, pretty Barbara (one of the Trolley Dollies), Benevolent Ben, No. 1776, and the entire 21 miles of Yakima, Wash., Valley Transportation Co. to roam at will. The motormen and conductors will take you anywhere along the line, posing streetcars at any spot for photo run-bys on all charters, or public excursions aboard either trolleys 1776 or 1976.

Kenneth G. Johnson, Box 161, Renton, Wash. 98055

Electric Rail Publications

GOVERNMENT transport policies and the great Depression, rather than automobile competition, were the major reasons for the collapse of electric interurban rail systems in the 1930's. So says a new historical study published by the Texas Association for Public Transportation (TAPT). The report, entitled "A New Perspective on the Decline of Regional Public Transportation Services," is by TAPT executive director Lyndon Henry.

The 31-page study is available for $3 from TAPT, 2408 Ware Rd., Austin, Texas 78741. Included are maps, charts, and offset photographs.

TROLLEYS OF CHESTER COUNTY, PENNSYLVANIA, by Dr. Stanley F. Bowman, Jr., and Harold E. Cox, with 68 pages, 8½x11", soft cover, and stapled binding may be had for $4.50 from Harold E. Cox, 80 Virginia Terrace, Forty Fort, Pa. 18704. In the rural areas to the west and southwest of Philadelphia many years ago a few suburban trolley lines passed away in the 1920s, so long ago that few people know much about them. From West Chester the lines radiated to Downington, West Grove, and almost to Wilmington, Delaware. From Phoenixville, a small town, one line went to Spring City and another to Valley Forge. Many readers should welcome details of these operations, along with old photographs. One route of Conestoga Traction and another of Philadelphia Suburban entered the county. These, too, are covered in the book, which contains several maps and rosters.

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STREET CARS OF BOSTON, Vol. 2, "Open Horse and Electric Cars," by O.R. Cummins, 60 pages, 8½x11", with soft cover and stapled binding, also is available from Dr. Cox, the price being $4. This photo-roster book covers open trolleys of the West End Street Railway and its successor, the Boston Elevated Railway. Included are many old views of open cars, rosters, and lists of car assignments to specific routes. Also three pages recording sales of open and closed cars to other companies around the turn of the century.

IN 1959, the Electric Railway Historical Society of Chicago published a "History of the Lafayette (Ind.) Street Railway," written by David Chambers, 240 W. Oak St., Lafayette, Ind. 47906. The author now tells us that he has been trying for several years to contact the ERHS, because the Lafayette book was out of print and he wanted to re-issue it. However, it seems that the ERHS is hopelessly tied up in an internal lawsuit that has halted its activities. Now, David is preparing a new and enlarged history, with photos and text, that should be ready for publication by December, 1976. Readers should ask him to put their names on his mailing list.

A trolley fan has produced a 28-page non-professional HISTORY OF THE KNOXVILLE STREET RAILWAY SYSTEM. Included are reminisces of its operations, dates, some photos, and a list of routes. This 8½x11" stapled book may be had for $3 from the author, Joe C. Bell, 2505 Pershing St., Knoxville, Tenn. 37917.

Boston Street Railway Associations have reproduced a number of rare, old traction publications, maps, guides, and timetables that are being offered at moderate prices. All are exact reproductions and can be distinguished from the originals by the addition of the word "facsimile." Among timetables are a 1915 Nantasket Beach form for 25 cents; B&A Newton Lower Falls, 1931 form, for 50 cents, and a Boston & Worcester rail and bus timetable for 75 cents. You may get a publications flyer from BSRA, P.O. Box 102, Cambridge, Mass. 02138.

Certain old issues of HEADLIGHTS, monthly publication of the Electric Railroaders' Assn., are being sought by John J. White, Jr., curator of the Division of Transportation, Smithsonian Institution, Washington, D.C. 20560. Jack is one of our own magazine's "Interesting Railrans." The issues he needs to complete a set are all of Vol. 3 (1941); No. 2 of Vol. 24 (1962), June and July; Vol. 26 (1964), March; Vol. 28 (1966), Feb.; and Vol. 32 (1970), January. He has no 1972 issue. However, we believe none was issued in that year. Some time ago ERA indicated that a story of the Toronto Transportation Commission would be published in book form. Who can tell us about this!

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

THE MAIL CAR

where editors and readers meet

OUR COVER is a scene on the old Rattlesnake & Northern at the Mid-Continent Railway Museum (Box 55, North Freedom, Wis. 53951). The Mid-Continent is located seven miles west of Baraboo, home of the Circus World Museum, and runs steam trains daily until mid-October. Baldwin built engine No. 1 for the old Warren & Ouchati Valley Ry. in 1906, the year Railroad Magazine was born. Photo by Phillip R. Hastings, M.D., 110 Sunset Rd., Waterloo, Iowa 50701. Next month's cover will picture the San Francisco Zephyr.

A BEAUTIFUL example of the wooly wisdom with which the people in Washington, D.C., carry out their responsibilities to the taxpayers, editorializes the Locomotive Engineer, is afforded by the spectacle of the CIA being given $300 million with which to try to raise a sunken Russian submarine from the ocean's floor, while the jobs of some 11,000 employees of the Chicago, Rock Island & Pacific are allowed to go down the drain rather than lend the Rock Island $30 million with which to keep operating a railroad which is a major link in the transcontinental rail system.

NATIONALIZING the roadbeds of railroads throughout the country would cost tens of billions of dollars, says Frank E. Barnett, chairman of the board and chief executive officer of the Union Pacific.

"Government takeover of the roadbeds," he states, "would put Uncle Sam on the section gang, forcing the taxpayers to shell out at least $2 billion a year just to maintain the railroad properties. This would be an appalling alternative to the plan for rail restructuring in the Northeast proposed by the U.S. Railway Assn. under the Regional Railroad Reorganization Act of 1973."

The URA plan, according to Barnett, is a rational system of 15,000 miles of railroad, including 3,400 miles of branch lines. The plan calls for the joint Federal-state subsidization or elimination of 6,200 miles of hopelessly uneconomic routes. Even these lines could be sustained for two years, Barnett explains, if the states affected will provide 30 percent of the necessary subsidy. More than enough money for the 70 percent Federal share for two years is provided for in the Reorganization Act. USRA projects that its proposed new system could become profitable within as little as three years.

Thousands of miles of track abandonment as envisioned by the Reorganization Act should be turned into trails for hiking, bicycling and cross-country skiing, the Citizens Advisory Committee on Environmental Quality urges. Many of the rights-of-way are sloping, scenic routes between population centers, but unless states and localities act quickly they could be appropriated for other purposes.

Old Penn Central MU electrics and Silverliner by tower at end of local line at Paoli, Pa.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

THE AMTRAK BLUES is an irreverent and highly unofficial newsletter for San Francisco Bay employes of the Federally-subsidized passenger rail system, writes Richard Ramella of the Berkeley Daily Gazette. The newsletter is edited by John Maybury of Albany, Calif., who used to work for Amtrak. Used to. He was fired before the third edition of his paper appeared. The charge was insubordination.

Maybury believes his breezy newsletter marked him as a troublemaker in management eyes and says he was not insubordinate. He believes management was upset because copies of the newsletter apparently were circulated on trains and seen by passengers.

"We are sorry they were upset," Maybury says, "but we think passengers should see it."

For instance, he notes that it is Amtrak policy to throw out food at the end of a run. He once catalogued what he was detailed to throw away. It was

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good, sealed food that could have at least been given to charity, he feels. It was worth up to $2,000 and it was thrown out.

"That's where some of the public's taxes are going," he protests.

The newsletter critizes Amtrak rules and practices, describing some rules as dehumanizing and others as confusing. It also deals in rumors such as the allegation that Amtrak had girl spotters (doing personnel checks) riding trains in raggedy hippie costumes and reports on rats aboard the trains. Amtrak, it notes, is a Federally subsidized system whereby the U.S. Government contracts with private rail companies to provide service. Anything funded by tax money, Maybury says, deserves public scrutiny.

He was fired ostensibly for refusing to work as a waiter in dining-car service while his union classification is that of a porter. He has appealed the case, wants re-instatement and back pay, and says he'll continue putting out his newsletter.

BERT McINNIS, a retired Burlington engineer, 424 Padua Ave., Ravenna, Neb., has a distinction which few railroaders share. A pretty granddaughter of his, Robin McInnis, age 16, 4321 S. 47th, Lincoln, Neb. 68516, has written a poem about him, which appeared in the Omaha World Herald. Here it is:

My grandfather sits in the back
under the apple tree,
and rests from his gardening work.
He smells the leaves burning
and sees the corn tassels
fluttering in the breeze
and hears the lonely train whistle
far, far away,
Bringing back memories of
midnight rides, and
ammunition trains and
freight bums and boxcars
and the world he knew and loved.

"I am a high school sophomore," Robin tells us, "and come from a long line of railroaders. A great-grandfather of mine was a conductor, a greatuncle railroaded for many years, and my father worked for the Railway Express Co. for about 11 years. Trains fascinate me. I could sit beside a railyard and watch them for hours."

WHAT became of the last spike that marked completion of the Canadian Pacific from coast to coast? George Gamester replies:

It had its moment of glory way back in 1885, when a top-hatted crowd of dignitaries watched the bushy-bearded Lord Strathcona hammer it into a railroad tie near Revelstoke, B.C., to mark the completion of the Canadian Pacific Railway's transcontinental line.

Since then, the spike's whereabouts have been a matter of conjecture. But an Indian named Mamie Remnant, who lives at Yellowknife in the Northwest Territories, believes she's got it socked away in her safety deposit box.

The 40-year-old mother of three says the silver-plated spike was removed from the track, given to her grandfather (a high-ranking Ottawa official), and eventually fashioned into the handle of a carving knife left to her by her father.

Although she doesn't use it to carve roasts anymore, Mrs. Remnant says the historic artifact still has a pretty sharp blade — thanks to the efforts of a door-to-door knife sharpener who honed it to a razor edge for her a few years ago.

A small northern museum has asked

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her to donate the spike for public display, but Mrs. Remnant says she's holding out until a major buyer such as CPR comes forward. Meanwhile, she's keeping a close eye on the strange family hierloom. "When I go out of town," she says, "I carry it with me in my purse."

WE THANK the readers who occasionally send us brief excerpts about railroading from outstanding novels and short fiction. For example, this one by F. Scott Fitzgerald, who was the world's highest-paid short-story writer 40 or more years ago:

"Thinking of that long ride to California, it does not appear remarkable that people should lose their sense of proportion on the way. The pattern of the tracks at the beginning lies like featherstitching along the borders of a land suggesting the tin scenic effects that are sold with mechanical trains; a green-and-brown hill, a precipitate tunnel, a brick station too small for the train, an odd gate, a lamp-post and a little lead dog. The first night there is a feeling of accomplishment that you are installed in your apple-green compartment, moving in a phosphorescent line through the red and purple streaks of a Western dark. The dining car glistens with bright new food; the train is still a part of its advertising pamphlets . . .

"I didn't see Caroline at first, to victimize her by my curiosity. We were both fascinated by the limitations of life on the train, probably; but later, when even Mr. Harvey's ingenuity could invent no name for hashbrown potatoes exotic enough to tempt our cindery palates, we sat in mutual lamentation amongst the catsup bottles and vinegar cruets of the diner."

THE ODD combination of motive power used recently to transfer a Delaware & Hudson freight train from the yard at Carbondale, Pa., to Albany, N.Y., would have delighted railbuffs. The train had been stalled at Simpson, Pa., on the northbound freight lane of the former D&H yard between Carbondale and Simpson. The stall was attributed to the failure of two of three D&H diesels. Sometime later, three Penn Central locomotives were dispatched from the D&H yard in Plains to add power to the idled train. When the PC units finally linked on ahead of the D&H diesels, one of the new arrivals was found "dead." This made three usable units.

Trains are normally computerized in the Plains yard for the long grade between Carbondale and Ararat Summit and have the advantage of a running start. However, once they are forced to park in Carbondale, additional diesel power is required to move the train over the Ararat Summit.

Faced with three dead units, the dispatcher had to come up with still more power. This was resolved when a southbound D&H freight was radioed to a halt in the Carbondale yard. The three diesels — all Lehigh Valley — parked the southbound train in Carbondale and then linked up to the rear of the stalled northbound; and at last the stalled train began moving again.

While three different railroads joining to move a single train may be an oddity, the practice is now common over the D&H. For many months now, the D&H crews have been "picking up" Lehigh Valley trains in Luzerne County, complete with LV diesels, and this was recently extended to Penn Central freight trains.

Debbie Morton of Farmville, Va., likes to pose on steam locos. No. 578, now at the Ohio Railway Museum in Worthington, was built by Richmond Locomotive Works in 1910 for Norfolk & Western. Loco was fast-stepping Pacific.

H. D. Quaries III, 2325 Highland Ave., Charlottesville, Va.

OUR published comments on the advisability of railroad and other employes planning for their retirement well in advance of it drew this letter from Warren B. Crater, one of our Interesting Railfans, 272 W. Colfax Ave., Roselle Park, N.J.:

"Since I retired from the Jersey Central as a locomotive engineer in 1970 I have built quite a bit of model rolling stock: 6 O-gage locomotives, 12 cars, 4 MU cars, 4 trolley cars, and 2 gas-electric cars. Most of these I have had set into six dioramas of my own construction. Two dioramas are in public libraries; the rest are ear-marked for the N.J. Museum of Transportation. Some of the equipment I built will go to my grandchildren. In addition, I am handling all book sales for the Railroadians of America.

"Besides currently working for the Railroadians, retiree Bill Webber is an officer in Railway & Locomotive Historical Society, the Railroad Enthusiasts, and other groups. He is almost continuously busy with accounting, correspondence, and editorial work. Or take the case of retiree Tom Taber, who spends much time working for better transportation with county, state, and Federal Government agencies, besides doing a lot for the railfan movement and writing a book-size history of the Lackawanna Railroad.

"Not all of us started such projects at retirement. We were already active in them for many years before that. Individuals should plan post-retirement activities to suit their own liking, ability, and needs. But for those who haven't planned their future, surely some government or charitable agency could offer a program."

The Personality Parade

BRITAIN'S Queen Elizabeth II, with her husband and a retinue of 40 men and women, recently toured Mexico aboard a chandelier-equipped royal train of 11-cars, which Mexico's state-owned railway took two months to refurbish. The train has air conditioning, thick carpeting, a kitchen with refrigerators, color television and short-wave radio.

EXCEPT for a dozen speciallybound copies, available at $20 each, "Railway to the Moon" is now out of print, reports the author, Glen M. Kidder, R.D. 1, Action, Mass. 01720.

WILLIAM C. WAGNER, editor of the NRHS Bulletin, says the Society has acquired some new members as a result of the Interesting Railfan article about him in our April issue.

Another Interesting Railfan, Nick Morant, the CP Rail's photographer, who has given our magazine many

photos, including front covers, was due for retirement this past April, but is so good on the job that he has been asked to stay on for at least another year or two. This naturally makes him happy.

HOW many readers have enough interest in the old Chicago, Aurora & Elgin interurban to want to join a society composed of devotees of the old line asks Dave Hanks, 836 Fifth St., Aurora, Ill. 60505. He asks that he be sent only a postcard with name and address so that when and if he does form a CA&E Technical and Historical Society, he can contact them about joining it.

ROSS CAPON, former special assistant to the Massachusetts secretary of transportation, has become assistant director of the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003.

TIM MORRISON, 21, was crossing the Florida East Coast tracks at Cocoa, Fla., fell between the rails, and a freight train ran over him. It was a terrifying ordeal, but Tim survived with only a cut on his head and the loss of his left toe, reports "Choo Choo Charlie" of Bethlehem, Pa.,

BOB LE MASSENA, 1795 S. Sheridan Blvd., Denver, Colo. 80226, is writing a major opus (probably two vols.) on articulated engines, which he says Sundance Limited will publish next year. He needs help in rounding up photos to illustrate it, such as the "Caledon" of the Toronto, Grey & Brice; Mexican Central No. 150, and Lehigh Valley "Janus." He says that since Bob Wayner published an alltime index, he has found Railroad Magazine valuable as a reference source. Wayner's address is: P.O. Box 871, New York, N.Y. 10023.

She's a Train Dispatcher

CAROL BOLLHORST, 28, pert blonde mother of a baby daughter, has been working on the Southern Pacific for six years and wouldn't trade it for any other job.

She is one of a half dozen women on the nation working as centralized traffic control train dispatchers. While on duty, Carol is responsible for Amtrak passenger trains and freights moving over portions of SP's 1,300 miles of rail between Portland and Dunsmuir, Calif.

Working at an electronic console in Eugene, Ore., she sets signals and moves switches to permit trains to pass each on single track lines without stopping. She keeps visual watch on trains in her sector through colored lights representing the trains on her console. She also maintain radio contact with engineers and conductors.

Carol has been at the dispatcher's job one year, with time out for a four-months maternity leave. A native of Portland, she grew up in Hood River and Eugene, attended a university two years, spent two years in the Womens Army Corps and then two more years at the university majoring in English. Then she went to work as a clerk in the SP yard office in Eugene.

"It pays more," she says. "What can you do with English except teach or write?"

To get the job as dispatcher, she told local SP officials she wanted to be considered for an expected opening. The railroad assigned her to four weeks of classes and six weeks of supervised training on the centralized traffic control console. After she had mastered this, she was told: "Okay, Carol, you're on your own now."

As next to the lowest in seniority among the dispatchers in Eugene, she gets assigned odd shifts, including nights and those without two days off in a row. Her husband, who is a freight claims inspector, works in daytime.

"You never really see the trains," she says, noting that the controls are automatically interlocked into the system so that it is impossible for a dispatcher to set up conflicting train movements. The dispatcher still must decide, however, which train gets the go-ahead first and those decisions are made in accordance with strict rules. An occasional red light on her console screen could mean anything from an animal brushing a slide fence to a major slide.

"When the red light shows," Carol says, "we immediately send someone out to check the trouble spot. The only time I got bored on this job was last winter when floods held up our trains all over the mountains. Things were really moving very slowly."

Our Monthly Newscast

CHESSIE SYSTEM is acquiring thousands of new freight cars, especially coal cars, all-steel cabooses, and 100 diesel-electric locos of 3,000 hp each, all costing about $525 million, for 1975 and 1976. This year the Chessie railroads are laying 420 miles of new welded rail and installing a million and a quarter new crossties, one-third more than they did last year. Chessie's rail lines already total over 5,000 miles of continuous welded rail. Eventually all of the system's mainline and major yards will be welded rail.

PENN CENTRAL and the Delaware & Hudson are jointly offering a new through piggyback service for waterborne export-import traffic between metropolitan New York and the Montreal market.

At the same time, PC has been authorized to sell 144 acres of real estate on the West Side of Manhattan — its 100-acre 60th Street yard and its 44-acre 30th Street yard — to Trump Enterprises, Inc., for a "multi-phase development." From this PC will get more than $120 million. Siding tracks in the two yards will be relocated or removed as development work requires, but Penn Central's freight line entering Manhattan across the Harlem River will continue. Customers will be relocated to other PC sites in the area.

DUE to a printer's error, our April issue, page 3, had Northern Pacific steamer 4449 selected for the Freedom Train. Actually, the engine is Southern Pacific.

A SCHOOL DISTRICT atop Toms Mountain in the Applachian coal fields of West Virginia has been given a reclaimed mine strip of 53 acres as a site for a new high school, the donors being a Norfolk & Western subsidiary and a mine operator. The work of building that school at a cost of $4.5 million is expected to start this summer and be completed in two years.

SEVERAL institutional investors have agree to provide $19.6 million to help finance the purchase of 1,000 boxcars for lease to American Rail Box Car Co., a subsidiary of Trailer Train Co., which also operates a pool of flatcars used by a number of railroads. Connecticut General Life Insurance Co. is the lead lender, with a $5.5 million share. The Southern Railway guarantees Rail Box payments of lease rentals.

A TOTAL of 399 new or expanded industries have been located in 14 eastern and midwestern states of the U.S. and the province of Quebec, Canada, as a result of Penn Central's industrial development activity last year. The new and enlarged facilities, when completed, are expected to provide more than 22,000 additional jobs and 139,000 new carloads of freight.

IN ITS ORDER granting the nation's railroads permission to boost freight rates by 7 percent, the ICC exempted

hard-hit industries such as construction and automobile manufacturers.

SY REICH'S article on New Haven electrification in our March and April issues drew many favorable comments. For example, Malcolm J. Rand, 3007 Rennoc Rd., Knoxville, Tenn., writes: "I like especially the memories it aroused of the Nantasket Beach branch. My boyhood home in Wollaston, Mass., was in sight of the Old Colony Division. I enjoyed watching the open-bench cars and often rode them. Where can I get pix, info., maps, etc., on that line?"

FOR THE SECOND week in a row, paychecks of 11,000 employes of REA Express Inc., were cut by 10 percent. The cuts are part of the company's reorganization plan filed for under Federal bankruptcy laws. A company spokesman said: "We had hoped last week that would be the only cut. However, we found it necessary to do it again this week. The employes are aware of the financial difficulties and are being most cooperative. They want us to keep going as badly as we want to keep in operation." The 11,000 employes affected by the cut are members of the Brotherhood of Railway, Airline, and Steamship Clerks. Employes agreed to the cuts "because we will make more than we would from union benefits or unemployment."

AFTER five years of struggling against the gigantic Burlington Northern, the Milwaukee Road has implored the ICC to rectify what it believes to be a mismatch between transcontinental rivals. "The way things are going, we cannot continue to compete with them," declared a Milwaukee Road spokesman. So the road is asking the ICC: "Either include us in the Burlington Northern system or give us a better chance to vie for the freight traffic in the Medwest and Pacific."

Emergency Hogger

BACK in 1925, when I transferred from the Canadian Pacific's Kettle Valley line to Revelstoke, B.C., on the main stem, the biggest engines operating there were the 5800's, Santa Fe (2-10-2) type freight-haulers with 58-inch drivers and 200 pounds of boiler pressure. Thirteen of them were built by CP and gave good service on the mainline from 1920 to 1950.

I fired some of the 5700's. As all were oilburners and free-steamers, every trip I made on them was a pleasure. One trip in particular: an Extra West freight between Revelstoke and Kamloops on a night run. I enjoyed the ease of merely sitting on the fireman's comfortable seat and working the oil controls with my right hand. When the gage showed a drop in steam pressure, all I had to do was open up the oil feed a few more notches. From my viewpoint, oilburners were a lot more desirable than coalburners.

Although I was feeling fine that night, my hogger wasn't. He had been very quiet since our run began. Looking across the cab several times, I saw him hunched over on his seat. But he had managed to straighten up and continue his job, so I didn't bother him. We had covered about half the run and made a few meets when suddenly, as we were highballing at better than 50 per, I heard the roar of escaping air. He had made a service application on the trainline brake control and was doubled over, obviously in pain.

When I crossed to his side to find out what his trouble was, he said, 'I'm too sick to go on.' So I shut off the throttle and as we ground to a stop I gave a few blasts on the whistle to bring the conductor up from the caboose. Then, to obey a company rule, I whistled out flags; but as the head-end brakeman might be needed in the cab, he didn't go ahead to flag. It was more important to protect the rear of our train, as there was nothing eastbound ahead of us for miles.

The conductor hurried up to the head end. His opinion was that the hogger should go back to the caboose where he could relax on a bunk. The poor man had such stomach pain that he could barely climb down from the cab. Before helping him to the caboose, the con told me to run the engine, with the head brakie firing. Up to that time, the only experience I'd had with the throttle was running yard goats, although I had occupied a hogger's seat on handbombers (hand-fired engines) a few times while he spelled me off with the scoop. To run one a big 5800 for 60-odd miles was quite different. But in such emergencies it was the fireman's duty to take over, so I assured the ORC (member of the Order of Railway Conductors) that I could handle the job okay.

While the brakie was watching for the highball from the rear, I whistled in the flag and, with the engine brake set to hold us, released the trainline brakes. Then as the air pressure built up to the required 70 pounds, I took it easy on the hogger's seat, waiting for the go-ahead. The brakie knew very little about oilburners, but I showed him how to regulate the oil flow and the atomizer. I had already set the air intake, so he didn't have to adjust it. At least, he could work the injector.

Upon getting the highball, I released the engine brake and spun the reverse-gear wheel into forward position. Then, with a couple of whistle blasts, I eased the throttle out a few notches to take up the slack; and soon we were rolling at a good speed. I was surprised and delighted to find that 2-10-2 easy to control. After a few miles my nervous uncertainty vanished. I had checked our orders carefully while waiting and found we had two more meets before reaching Kamloops. We made both of them with no trouble.

I kept a close watch on our steam pressure and the water glass, but the brakie was doing okay, so I had no worry on that score. After completing our final meet, we had a straight run of 30 miles. By the time I considered myself a full-fledged hogger. At the meets, the con strolled up to let us know how the engineer was doing. Apart from still suffering pain in his stomach, he wasn't too sick. The ORC congratulated me on the way I was running the engine, saying I had managed to use the air without shaking them in the caboose.

Those 5800's were wonderful engines to run. Plenty of power and a lot of speed. So that was the highlight of my firing experiences on the Canadian Pacific mainline. As we pulled into the Kamloops yard about six a.m., both the head brakie and I heaved sighs of relief. In due time, the hogger recovered. Yes, I really enjoyed myself that night. Wish I could make another such run. — Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.

A Santa Fe Family

MY GRANDFATHER, Henry W. Hedgecock, hired out to the Louisville & Nashville in Kentucky before 1870 as a brakeman and became a conductor. Later, he moved to Texas to work in Texas & Pacific train service and still later had a similar job on the Katy. Upon resigning, he opened a railroad restaurant across from the depot in Emporia, Kansas. Business was good, but he had to close down in 1920, because Fred Harvey opened a lunchroom and hotel next door to the depot.

A passenger on one train that stopped at the depot was gulping down apple pie and coffee in granddad's restaurant when a brakeman called out,

"All aboard!" He dashed out the door without paying for his meal. Granddad rushed after him to collect the bill, but a passing freight train blocked the pursuit. Later that evening, granddad accepted a collect telegram from the scalawag. It said, "I think your pie and coffee is rotten."

Meanwhile, in 1878 my father, William H. Gibson, hired out to the Santa Fe. From then through 1880 he and four of his brothers were telegraph linemen helping to string wires across western Kansas, through Colorado, and into New Mexico. At the same time the old Postal Telegraph Co. built their pole line along the Santa Fe right-of-way, that being their privilege on a land-grant railway. Two other brothers of my father were in train and engine service respectively.

In 1889, father went south of the border and worked as a foreman and general foreman constructing pole lines for the old Mexican Central. Termites prevented the erection of wooden poles, so rails were used as poles. Returning to the U.S. in 1891, he was reemployed by the Santa Fe, this time as foreman of the line gang. As the Colorado Midland was then under Santa Fe control, he was sent to the CM to do construction and repair work. And in 1894, year of the Pullman Strike, he moved to Emporia, Kansas, and married the girl who became my mother.

Six years later, he helped to repair damage caused to the AT&SF by the big floor at Galveston, Texas. In 1908 he became construction engineer of the entire Santa Fe system. He carried an average of 16 different annual passes — a collection dating back to 1880, which I treasure today. He died in 1928.

A brother of mine was a Santa Fe electrician, and had 42 years of seniority. In 1929 I went to work for that road in the same category and retired last October with 45 years of service. My travels enabled me, in off-hours, to photograph about 1,000 AT&SF steam locomotives, the negatives of which I sold several years ago. I have read every issue of your magazine since 1929 and still have my button of the old International Engine Picture Club, which I joined in 1931. — William O. Gibson, 1320 Van Buren St., Amarillo, Texas.

Overseas Railroading

JAPANESE National Railways has begun direct super-express service between Tokyo and Hakata on Kyushu Island. Sleek trains — named Hikari (meaning "light")—Make the 730-mile run in 6 hours, 56 minutes. The line ends at a tunnel linking two islands. Popularly called "bullet" trains, because of their shape and speed, the Hikari travels at 130 mph, lopping off 3½ hours from the former route. Journeys between the two cities used to be slow and tedious, involving transfers to connecting lines. The new service offers 45 daily departures — 23 westbound, 22 eastbound. The first train pulls out of Tokyo at 6 a.m., with subsequent departures every half-hour until 5 p.m. Each train has a buffet car and 16 coaches; seating capacity 1,400. Other new features are enlarged boarding areas for passengers on wheelchairs and expanded space in coaches to store equipment for the handicapped. One-way fare is about $26 in U.S. money. Air fare for the same distance is $65.

A RUNAWAY subway train packed with rush-hour commuters overshot its stop at the end of the line in downtown London, England, and slammed into a brick wall when its brakes apparently failed; at least 14 persons were killed and 68 injured in the city's worst underground disaster.

IN ARGENTINA, a cow was languidly grazing on the track near Opisbo Trejio, 87 miles north of Cordoba, and a train slowed down to avoid hitting it. The sudden jerk derailed four cars. No human being was injured, but the cow was. The passengers, numbering about 700, climbed out into the warm countryside, slaughtered the animal, built a fire, and roasted and ate the beef.

YOUR February issue had a rhymed epitaph on the tombstone of a locomotive engineer at Alton, Illinois. That same epitaph is well known to English rail historians. At Bromsgrove in Worcestershire, is the headstone of Thomas Scaife, "Late Engineer of the Birmingham & Gloucester Railway, who lost his life at Bromsgrove station by the explosion of an engine boiler on Tuesday the 10th, November 1840," with an identical inscription, plus two more lines: "Farewell, dear friends, and cease to weep. In Christ I'm safe, in Him I sleep." Also carved on the stone in low relief is a locomotive of that period, in accurate detail. The verses were composed by "an unknown friend" and the quaint stone was erected by his fellow workmen. — Colin H. Betts, 18 Endsleigh Gardens, Ilford, Essex IG1 3EH, England.

FURTHER details on this epitaph come from a British visitor to the U.S., Bob Watt, c/o Datsskil, 88 Pine St., New York, N.Y. 1005: Bromsgrove stands at the foot of Lickey Incline, a two-mile double-track stretch by which the Birmingham-British mainline mounts from the Severn Valley to the sandstone plateau on which stand Birmingham and the West Midland industrial area. The Incline was opened about 1840 by the Birmingham & Gloucester Railway. Its ascent presented a big problem to the train crews. The problem was solved by banking locomotives (pushers) attached to the rear of the train at Bromgrove and released at the summit. ("Big Bertha," the only 0-10-0 tender loco ever to run in Britain, was built by the Midland Railway, successor to the B&G, to push heavy trains up the Lickey.)

Shortly after the Incline was opened, a reckless engineman tied down the safety valve of his locomotive, which was standing in Bromgrove yard. The resulting explosion killed him and his fireman. Both men were buried in the churchyard of Bromgrove Parish Church and their tombstones, standing side by side, were engraved with the lines quoted by your reader. So, in fact, the rhyme dates some 30 years earlier than the 1870 you mention. The tombstones contains — in 9x6-inch ovals — bas reliefs of the side view of an American 4-2-0 built by Norris in Philadelphia, of which the B&G had several, although the locomotive whose-boiler exploded was not a Norris. Apparently the mason hired to produce the stones visited Bromgrove and sketched the first engine he saw. The tombstones are well known, well tended, and often photographed.

DENMARK has a stationary railway coach serving as a church at Dallvegens near Alborg on the Jutland Peninsula. Who can tell me about it? Does any reader know of railway cars elsewhere used for religious services?

Your Oct. '72 issue had a photo of an experimental record-breaking railcar in Germany in 1903. I think it ran near Essen, reaching a speed of 132 mph. Years later, it was cut in half, modified, and was still running, but in two parts. One of the halves was serving as a yard goat as recently as 1974.

You also referred to an even faster experimental railcar in Germany. It was propellor-driven and until recently was the only rail vehicle not moved by friction. One day in the 1930s I saw it pulling out of a small town station. It resembled slightly the great airships of that day, hence the name "Krukenberg's Schienenzeppelin." Krukenberg invented it. The rail Zeppelin, consist-

Boston & Maine Extra 1720 South with Russell single-track plow in scenic Mascowa River valley, south of Lebanon, N.H., Jan. 4, 1972.

H. Bentley Crouch, 81 Montvale Rd., Weston, Mass. 02193

ing of one unit, made possible the development of all other fast railcars in Germany, such as the "Fliegende Hamburger" and the "Komet." I think the propellor was two-bladed, with a large diameter. — Karl P. Schluze, 91 Rusholme Rd., Toronto 3, Ont. Canada M6J 3H7.

BRITISH RAIL pensioners can now buy unlimited, midweek, half-fare travel on British trains. They are eligible on the production of a valid pension book to buy a "senior citizen's rail card," valid for a year, which entitles them to the new concessions.

RUSSIA has begun building a new 1,968-mile line across eastern Siberia. Along its length will spring up 60 completely new towns. The line will double the existing Trans-Siberian Railway and pass to the north of the famous route.

A NEW rail line is being built in France between Paris-Nord and Charles de Gaulle Airport, due for completion next year. Trains every 10 minutes will make the 19-mile trip.

AMERICA is not the only country in which railroads suffer from vandalism, with occasional deaths caused by teenagers having fun. This item comes from R. E. Ruffell, 2 Victoria Villas, Little Sandhurst, Camberley, Surrey, England.

Two boys aged 15 and 16, dropped a large piece of paving stone off a bridge onto the train on which Maurice Davies, a guard (conductor), was working. Davies was found dead when his train arrived at Cardiff, Wales. The boys were taken to court and sentenced to be detained for five years "at the Queen's pleasure." This is an indefinite sentence which only a Cabinet official, the Home Secretary, can authorize release after considering recommendations from medical authorities.

Jim Savan, console operator in Long Island R.R.'s Movement Bureau, is among the first to get the news of delays as they are relayed in directly from engineers with two-way radios in their cabs. While reports go down the hall to Lou Duro (Jamaica), manager of broadcast relations, and his team for transmission to the media, Savan instantly contacts affected train stations and uses public address system to explain situation to waiting commuters. It's a case of constantly monitoring schedules and passing data to 80,000 rush-hour riders.

Photo Communications, Metropolitan Transit Authority

PHOTOGRAPHS OF THE MONTH

Normally, the Mojave River at Barstow, Calif., may be crossed dry-shod. But when there is a heavy rain in the area, watch out! In anticipation of such occasions, Santa Fe Ry. has bridged the Mojave with a structure designed to withstand surging flood waters and yet provide safe crossing for freight trains operating between $38 million classification yard, now being built, and San Joaquin Valley and other northern Calif. points. The 1,040-foot-long bridge, made of pre-stressed concrete members, consists of thirteen 80-foot spans.

Santa Fe Railway photograph

During a series of trial runs on a 75-mile stretch of mainline between Bordeaux and the Spanish border, the French National's high speed, third-generation Turbotrain TGV 001 is shown highballing along at a speed of 193 mph. Well-ballasted right-of-way big plus for speed.

Photograph by "La Vie du Rail" Paris, France

Baltimore & Ohio Railroad photograph

The weather is bleak and wintry as Baltimore & Ohio long soft-coal train squeals slowly around Salt Lick Curve near Terra Alta, W. Va.

Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

Many oldtimers remember this Philadelphia Rapid Transit Co. loop at the foot of Market St., serving the waterfront in the early 1900s before the Delaware River bridge was built. It vanished long ago; but the 555-foot City Hall tower, shown faintly in far center, remains.

Auto-Train's U36B No. 4003, idling at Sanford, Fla., on December 3, 1973, towers above blonde, curious Ginger Latham of Orlando.

William T. Morgan, Box 5523, Oxnard, Calif. 93030

BART's 24th Street Mission Station, which cost $8 million to construct, reflects San Francisco's colorful Spanish-American culture.

Bay Area Rapid Transit District photograph

Robert Redden, 113 Munroe, Lynn, Mass. 01901

A very hot day in St. Johnsbury, Vt., last August finds Alco RS unit of CP Rail taking a short rest on turntable before call for next run.

An East Broad Top doubleheader backs along the wye in front of the coaling dock and water plug in the yard at Rock Hill Furnace, Pa., during Winter Spectacular, Feb. 15, 1975. The freight is headed up by helper engine 14, Baldwin 2-8-2, 1912 and road engine 17, Baldwin 2-8-2, 1918. Steam had no trouble shrouding loco with temperature readings in low 20's. Camera was a Bronica S2 with 75mm lens and film was Plus X.

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

"You say you've lost weight?" Models in "Fun and Fashion" show on board a Long Island R.R. train shown changing in a makeshift dressing room which was made by closing off part of a car and hanging up a large sheet. If engineer kicked cars and sheet came down at depot — ho boy!

Long Island R.R. photograph

Norfolk & Western (ex-Wabash) EMD F-7A 3717 and BAR geep get serviced at Lehigh Valley's Sayre, Pa., engine terminal on cloudy September 8, 1972. The N&W and BAR power was leased during loco shortage that year. Sayre was known to railfans years ago as busy scene of LV steam.

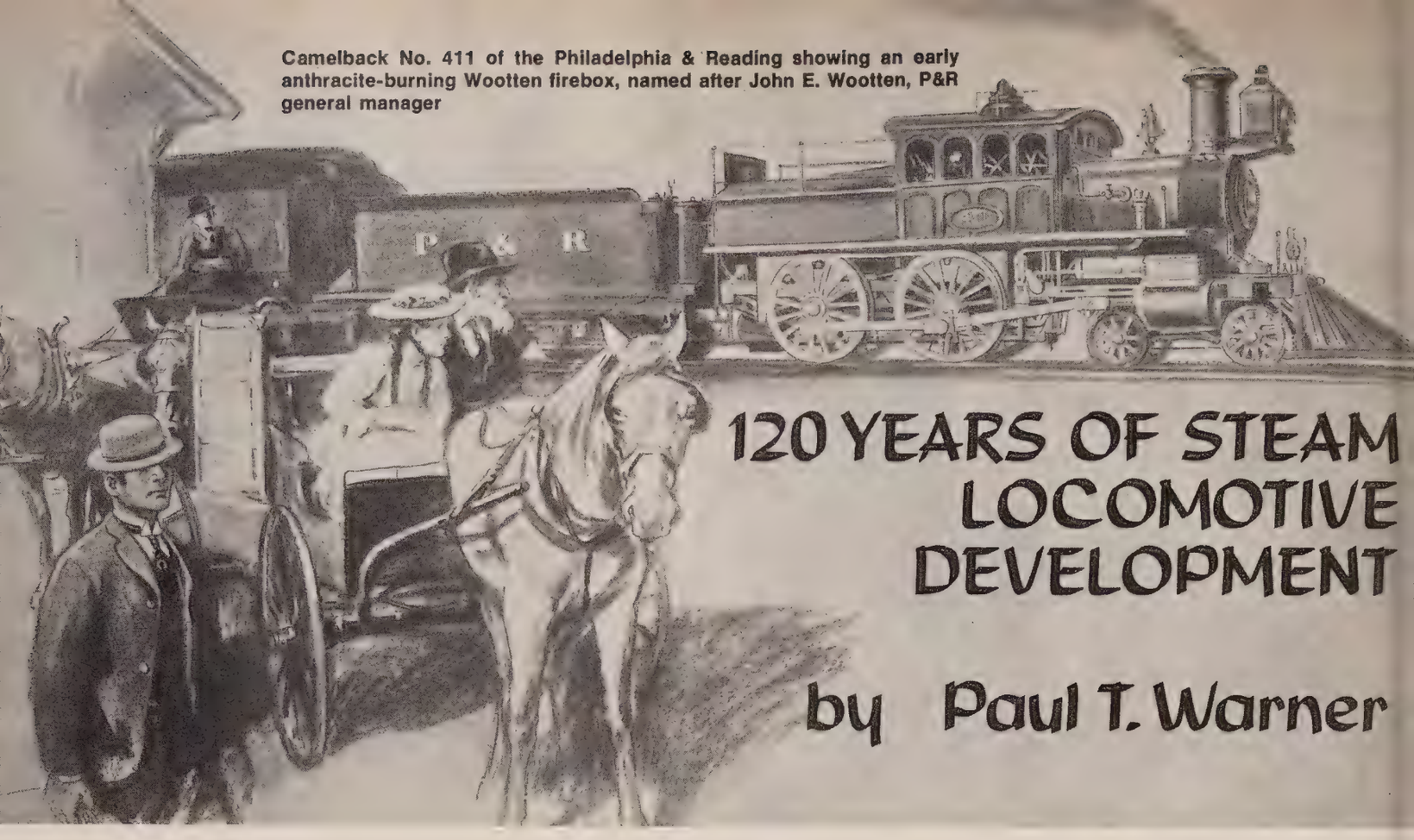
Richard J. Allen, 14 Ethel St. M.R. 99, Binghamton, N.Y. 13905

If you think there is anything unusual about this picture, you're right. During SEPTA strike in Philadelphia in March, Reading found itself short of passenger equipment. In order to utilize every possible piece of rolling stock, they withdrew about eight of 1930 vintage electric MU's from shop where they'd gone for motor repairs. Unusual part of picture is sight of two GP 39 locos (3416 and 3417) hauling MU's with pantographs on wire at Wayne Jct., Pa. This was done to provide light and heat for commuters in the cars.

William Finley, 45 Carpenter La., Philadelphia, Pa. 19119

Charles F. Willer, 213½ W. Maumee, Angola, Ind. 46703

Little River Railroad Pacific No. 110, ex-Smoky Mountain, sits on track 1½ miles south of Angola, Ind., March 29, 1975. Woodburning loco was to have gone into excursion service between Angola and Pleasant Lake this spring, but Penn Central cancelled rail lease.



Camelback No. 411 of the Philadelphia & Reading showing an early anthracite-burning Wootten firebox, named after John E. Wootten, P&R general manager

120 YEARS OF STEAM LOCOMOTIVE DEVELOPMENT

by Paul T. Warner

ALTHOUGH locomotives were in service prior to 1831, the decade of 1831-1840 will be our first consideration. The few engines in use at the beginning of this period had one feature in common: they were four-wheelers; but their two axles rigidly held in frames lacked the flexibility required for operation on crooked, uneven tracks.

In Great Britain, where the first railroads were built substantially, with few sharp curves, this was not a serious disadvantage. However, in America, where railroads had to be cheaply built, with light tracks and many curves, to save expense, the deficiencies of the four-wheeled, rigid-frame type were evident. The problem was to provide the necessary flexibility, and the adoption of the swiveling truck was the answer.

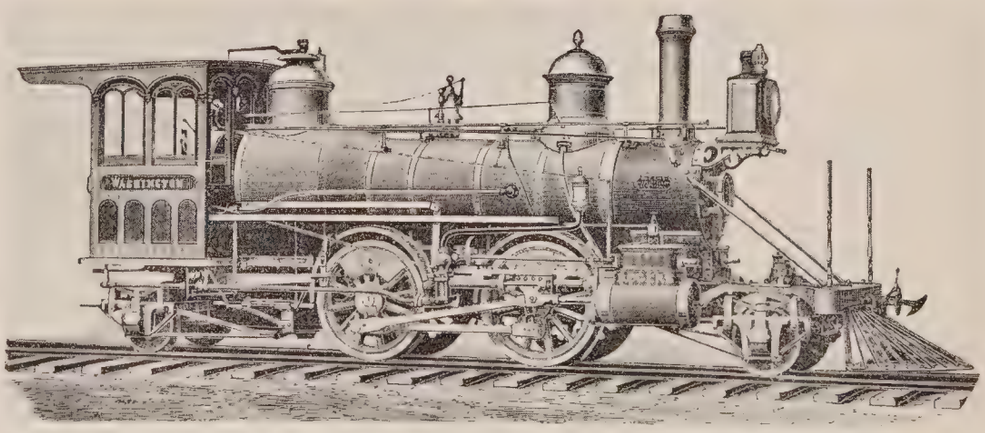
The truck was really of English origin. Invented in 1812 by William Chapman, it was covered by British Patent No. 3632. Whether or not it was actually applied to a locomotive at that time is uncertain, but there appears to be no doubt that, in 1831, there was no motive power in England with swiveling trucks. Many years later the device came into general use in that country.

Its first application in America was on 1832, when John B. Jervis, Chief Engineer of the Mohawk & Hudson Railroad, designed a truck which was applied to the "Brother Jonathan," built at the West Point Foundry, in New York City. Shortly thereafter Ross Winans, who later made a name for himself as a locomotive builder in Baltimore, applied a truck of his own design to an English-built engine on the Baltimore & Susquehanna Railroad. Whether Jervis or Winans knew of the Chapman patent cannot be determined at this day, but certainly they were the first to apply one of the greatest improvements ever made in the design of the American locomotive. The truck was not patented in the U.S., and other builders soon adopted it.

Early in 1832 the South Carolina Railroad placed in service a 2-2+2-2, carred on two steam-driven trucks. She was really a forerunner of the articulated types, developed many years later. This pioneer was designed by Horatio Allen. While she represented much ingenuity, she was not particularly successful, as was the truck invented by Jervis.

Those early swiveling trucks, which rotated about a center pin, were actually side-bearing. The weight was transferred from the main frame to the truck frame, either by means of rollers or by mounting the springs on lubricated bearings which could slide on the truck frame.

The first trucks of the center-bearing type were applied to two 4-2-0's built in 1835 by Coleman Sellers & Sons, of Philadelphia, for the Pennsylvania State Road. These locomotives, with a center bearing truck and one driving spring on each side, had a frame or chassis with three points of support. Another notable feature was the use of counterweights in the driving wheels —



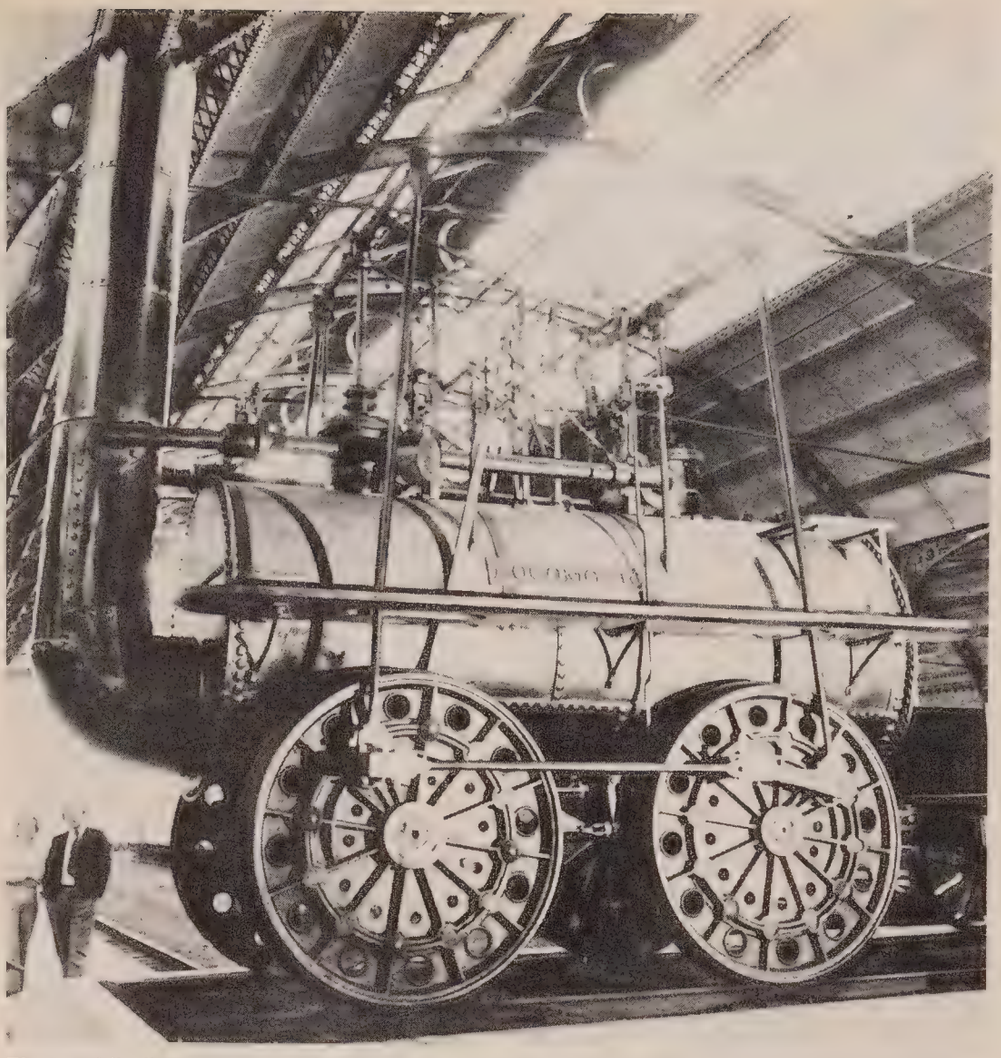
The Washington, a Hudson doubleender built by Rogers Locomotive Works, Paterson, N.J.

a basic improvement of great importance, which did not come into general use until years later but undoubtedly made its first appearance in the Sellers locomotives.

In 1836 the first 4-4-0 or American type was built by James Brooks, of Philadelphia, under a patent granted to Henry R. Campbell. She had a side-bearing front truck, and her four driving springs were directly connected to the main frame, which therefore had six points of support, resulting in a very rough-riding engine. Joseph Harrison, Jr., a foreman employed by Garrett & Eastwick, who were building locomotives and machinery in Philadelphia, undertook to remedy this defect.

In 1838, when he patented what later became known as the equalizing beam (U.S. Patent No. 706). Harrison hung the main frame of the locomotive on each side, from the middle point of a vibrating beam, the ends of which were supported by pins resting on the driving boxes. Thus he obtained a three-point suspension in a locomotive having coupled drivers. This marked another basic improvement of major importance.

To sum up: The locomotives of 1831 had rigid wheel-bases with no guiding trucks, no equalization, and no counterweights to promote steady riding. Their design had little possibility of increasing power or speed. The first engines of 1840, however, had swiveling trucks, coupled drivers, and three-point suspension, opening the way to greater capacity and speed. Thus a beginning had been made on the use of counterweighted driving wheels. No other ten-year period can record such a remarkable advance in locomotive development.



The world's first passenger-hauling steam engine, kept at Bank Top Ry. station, Darlington, England, is George Stephenson's Locomotion, part of this year's S&D 150th anniversary fete.

DURING the fifth decade of the past century, heavy freight-haulers set the pace in the development of American motive power. Matthias W. Baldwin, of Philadelphia, who had been building single-driver locomotives, realized the prospect of being out-distanced by some of his competitors. He devised a "flexible beam truck," patented in 1842, which enabled him to build locomotives with three or four pairs of coupled wheels, combined with a wheelbase sufficiently flexible for work on sharp curves.

The first and second axles were held in place by a pair of vibrating beams. These were so arranged that the axles could move laterally across the track — one to the right and the other to the left, or vice versa. To do this, the crank pins were made spherical and the coupling rod brasses were bored out to correspond. The idea was ingenious and served the purpose remarkably well.

Through the sale of the flexible-beam truck locomotives the Baldwin fortune was founded. The first eight-coupled (0-8-0) locomotives of this type were built for the Philadelphia & Reading in 1846; and the "Atlas" and "Hercules" — specially designed for pushing service on the Falls grade near Philadelphia — were among the most powerful locomotives of their day.

For about 15 years the flexible beam engines were built in large numbers, but by the close of the Civil War they had been replaced, in new construction, by more modern types of power.

Another noted builder of big freight engines was Ross Winans. His first eight-coupled types were driven through gearing, and the best known were the "mud diggers" on the Baltimore & Ohio. Subsequent designs showed improvement

At length the famous "Camels" (not Camelbacks) appeared, first built for the B&O, in 1848, and turned out in considerable numbers during the succeeding ten years. The Camels had four pairs of drivers, only 43 inches in diameter and compactly grouped on the shortest possible wheel base. To assist in curving, the second and third pairs of wheels had no flanges. The cab was set over the middle of the boiler, which had a long overhanging firebox placed back of the rear driving axle.

A volume might be written about these curious engines. All their unusual features were covered by patents. From end to end and top to bottom they differed from conventional design. Their best feature was a boiler of generous size, with a large firebox suitable for coal burning; but they lacked flexibility, and were hard on the track and difficult to maintain.

The B&O, was the first extensive user of the Camels, but they were built in considerable numbers for the Pennsy, the Philadelphia & Reading, and other roads. Many were extensively rebuilt before they finally disappeared.

Another notable type to appear during the 1841-'50 period was the Ten-wheeler, (4-6-0). The first of these was the "Chesapeake," built by the Norris Locomotive Works in 1847, for the Philadelphia & Reading, in accordance with a patent granted to Septimus Norris.

The front truck was applied for guiding purposes only, and carried comparatively little weight; but the "Chesapeake" established a wheel arrangement which soon became popular in freight, and also, to a limited extent, in passenger service.

Several fast passenger locomotives of unusual design appeared toward the close of the decade, but exerted little influence on future locomotive development.

THE PERIOD of 1851-'60 was characterized not so much by the appearance of new types as by the improvement of existing ones. Probably the first detail claiming attention is the gear valve. An amazing variety of contraptions for controlling steam distribution had come into use. During the sixth decade practically all were discarded in favor of the Stephenson link motion.

This device had actually been invented by William T. James, of New York, in 1832. He had applied it to a little locomotive built for the Baltimore & Ohio, but her boiler exploded before the valve of the motion could be demonstrated. Ten years later, it was re-invented by one William Williams, a mechanic working for Robert Stephenson & Co. of Newcastle, England, and was soon being extensively used on the British railways.

In 1849 the Rogers Locomotive Works applied the link motion to a 4-4-0 type locomotive named "Victory." Thus its actual introduction in America was prior to the period we are now considering, but not until the middle fifties did its use become general. It was a remarkable improvement as compared to the complex and often inefficient devices that had preceded it.

Development during the 1850s received a decided impetus from the work of William Mason, who started building locomotives at Taunton, Mass., in 1852. He was not only an excellent mechanic but also had an eye for beauty. Such details as cabs, sandboxes, and dome casings showed a marked improvement in appearance as he designed them.

Instead of fastening the cylinders to a flatsided smokebox, as had been the general practice. Mason used a cylindrical smokebox. This was seated on a substantial saddle, to the sides of which — and also to the frames — the cylinders were securely bolted. With widespread truck wheels, horizontal cylinders, an efficient link motion valve gear, and carefully designed details, Mason turned out 4-4-0's which set the pace for other builders. M. N. Forney, author of the famous "Catechism of the Locomotive," described the Mason engines as "melodies cast and wrought in metal."

Another designer and builder who acquired a fine reputation during the fifties was James Millholland, the Philadelphia & Reading's master of machinery. He tackled the problem of burning anthracite. After much experimenting, and some mistakes, he succeeded in turning out hard-coal burners which were models of efficiency. He was the first to put the firebox on top of the frames in order to obtain increased grate area.

Zerah Colburn, also struggling with the problem of burning hard coal, designed some six-coupled freight engines for the Lackawanna in which the firebox was placed entirely behind the drivers and was made wider than the track gage.

Experiments with bituminous coal also were under way, notably on the Pennsy. The coalburning tests of the period proved that comparatively simple boiler designs were more efficient than the amazing combinations of combustion chambers, baffle walls, air jets, and other gadgets produced by persons who may have had some theoretical knowledge but were without practical experience in running and firing a locomotive.

THE DECADE of 1861-'70, including the Civil War years, marked the introduction of three new types of freight service — the Mogul (2-6-0), Consolidation (2-8-0), Decapod (2-10-0).

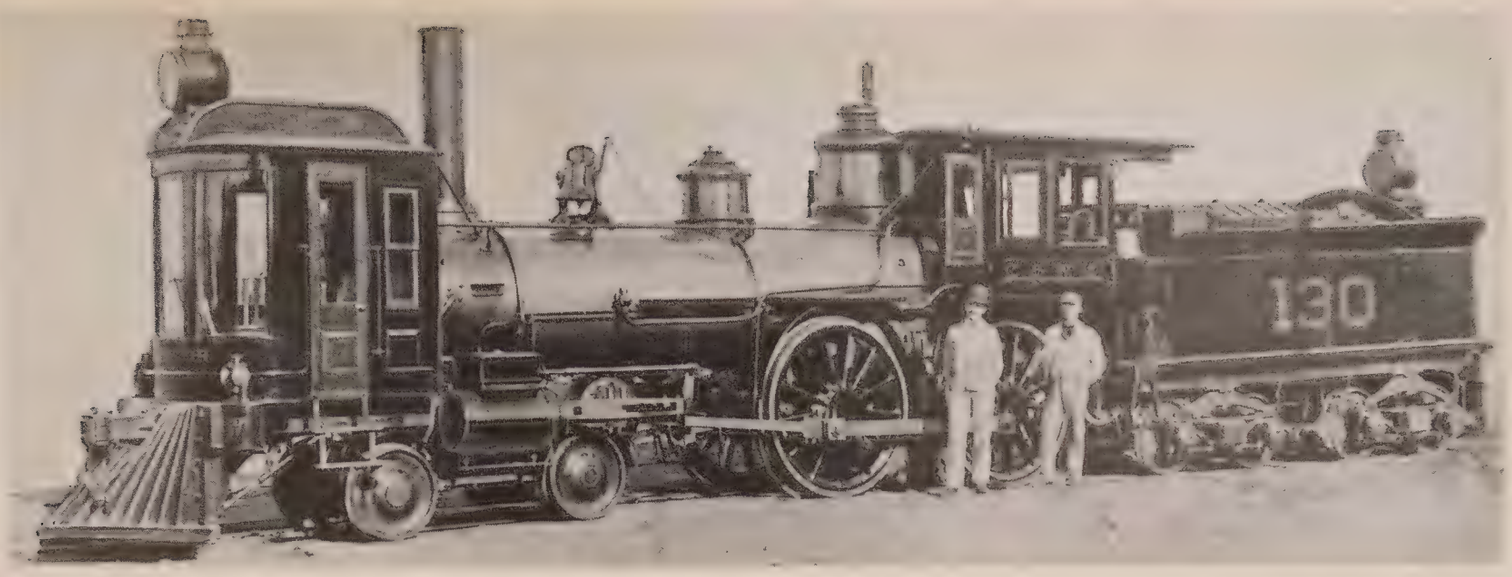
Locomotives with three pairs of drivers and a single pair of leading wheels had been built before, but the first true Mogul with the front truck equalized with the leading drivers was built by the Rogers Locomotive Works of Paterson, N.J., in 1864, for the New Jersey Railroad & Transportation Co. The forward equalizing beam was set on the center line of the engine with its fulcrum under the cylinder saddle casting, in accordance with a patent granted to William S. Hudson, superintendent of the Rogers Works.

The "Consolidation," with four pairs of drivers, built by Baldwin for the Lehigh & Mahanoy in 1866, was arranged in the same way. The famous engine was designed in accordance with specifications drawn up by Alexander Mitchell, master mechanic of the L&M. As Baldwin construction number 1500, she was built at the time when the Lehigh & Mahanoy was being consolidated with the Lehigh Valley, hence the unusual name. She established a type which soon came into extensive use in heavy freight service, especially on steep grades.

The Decapod, with five pairs of drivers, was a direct development of the Consolidation, and was first built for the Lehigh Valley by the Norris Works in

NYWS&B 120 0-6-0T at builder's plant prior to regular service.

Standard Steel Works Co. No. 20, built by Baldwin in 1936 was designed to give diesels heavy competition. She had automatic oil-burner, 42" drivers, 22,000 t.e., and weighed 55 tons. Later sold to company in Palmer, Mass., and resold to plant in Conn., to supply steam for testing.



Rare view of inspection loco of Chicago & West Michigan (later Pere Marquette) shown near the old Grand Rapids, Mich., depot in '96.

Lancaster, Pa., in 1867, when two locomotives — the "Ant" and the "Bee" — were constructed. With long rigid wheelbases, they did not prove entirely suitable for the many curves on the line, and had to be extensively rebuilt.

The Decapod never came into such general use in this country, but is is an interesting fact that three distinct types, each having similar characteristics, appeared within the short space of three years.

In 1866, Matthias N. Forney patented the design of tank engine which has ever since borne his name. Hundreds of Forneys, with the 0-4-4 wheel arrangement, were later built, especially for service on elevated railroads in various localities. Superintendent William Hudson of the Rogers Works also took out patents covering various arrangements of trucks and equalizing systems used principally on tank locomotives — many of them of narrow gage and intended for expost.

The Pennsylvania, in 1868-'69, designed a series of standard locomotives for passenger, freight, and switching service, that had a maximum number of interchangeable detail parts. This was one of the most complete standardization programs ever carried out on any railroad.

THE PERIOD of 1870-'80 opened with a business boom, which was followed in 1873 by a financial crash. The country was thrown into a panic and a depression which lasted for several years; and locomotive-building suffered a sharp setback. By the end of the decade, however, the nation was getting back to normalcy and locomative builders were booking plenty of orders.

Probably the most interesting development of this period was the invention of the Wootten boiler for burning waste anthracite coal, which was patented by John E. Wootten, general manager of the Philadelphia & Reading, on July 3, 1877. Wootten placed his firebox above the driving wheels and widened it out to the limit permitted by the loading gage. A feature of the construction was a combustion chamber extending forward into the boiler barrel. On big road engines the cab was built ahead of the firebox, the result being a general design known on the Reading as Camelbacks, and on certain other roads as Mother Hubbards.

A most interesting engine — Baldwin construction No. 5000 — was completed in April, 1880, for the P&R. It was 4-2-2 with a single pair of 78-inch drivers and was intended for high-speed passenger service between Philadelphia and New York. By means of a patended device — the invention of William P. Henszey, a member of the Baldwin firm — the fulcrums of the equalizing beams connecting the driving and trailing springs could be shifted to throw more weight on the drivers in starting.

Another interesting feature was the boiler, which had a wide firebox of the modified Wootten type, designed for burning hard coal, and placed entirely behind the drivers and over the trailing wheels. The locomotive proved her speed ability, but her life on the Reading was a short one. Subsequently she was sold to Lovett Eames, who took her to England to exploit the Eames Vacuum Brake.

NEXT came a period of good business, 1881-'90, when the railroads placed in service large numbers of new locomotives. A notable feature was the introduction of simpler designs of dome casings, sandboxes, bell stands, stacks, and other details, which up to that time had often been made as ornate as possible.

A leader in this reform was the Pennsy, which brought out an entirely new series of standard locomotives. First to appear were the "long-legged" Class K engines (4-4-0, later class D6) which were used in fast passenger service on the New York Division.

This road also introduced the Belpaire boiler in a series of Consolidations, first built in 1885, and extended their use to passenger power in 1889. The Decapod reappeared in American practice in two locomotives built by Baldwin for the Northern Pacific in 1886.

Two new wheel arrangements, the 4-6-2 and the 4-4-2, showed up in experimental locomotives built in accordance with patents granted to George S. Strong. The first was the "Duplex," No. 444, built at the Wilkes-Barre (Pa.) shops of the Lehigh Valley in 1886.

About two years later, two 4-4-2's appeared. One, named the "A. G. Darwin," was built by the Hinkley Locomotive Works at Boston for the Strong Locomotive Company. The other — road No. 738, of similar design — was built by Schenectady Locomotive Works for the Atchison, Topeka & Santa Fe. A special feature of the Strong locomotives was the boiler, which had two cylindrical, corrugated fireboxes, united in a common combustion chamber. It cannot be said they exerted influence on subsequent designs, but they were the forerunners of two important types — the Atlantic (4-4-2) and the Pacific (4-6-2), the latter appearing first.

At the Chicago Exposition in 1893 a 2-4-2 named "Columbia" was exhibited by Baldwin as representing the highest development of the fast passenger locomotive. She had Vauclain compound cylinders and driving wheels seven feet in diameter, with a narrow firebox placed back of the rear driving pedestals and above depressed frames which extended over the trailing axle.

Hard-coal-burning locomotives with the same wheel arrangement, but having Wootten fireboxes and central cabs, had been built a year or so previously for the Reading. In 1894 the Columbia type was modified by applying a four-wheeled leading truck in a group of locomotives built for the Atlantic Coast Line under a guarantee to meet certain difficult requirements.

In 1896 Baldwin used the same arrangement in two high-speed locomotives built for the Atlantic City Railroad, which was owned by the Philadelphia & Reading. These latter locomotives, with Wootten boilers, Vauclain compound cylinders, and driving wheels seven feet in diameter, made an astonishing speed record on the seashore run.

Their performance was largely responsible for the appearance of the Pennsylvania's first Atlantic type, class E-1, represented by three Mother Hubbards built at Altoona in 1899. Other roads were adopting the 4-4-2. By the close of the century the 4-4-0, which may be regarded as the most notable all-round type ever used in this country, had passed the zenith of its career in fast passenger service. The increased steaming capacity of the 4-4-2, due to the greatly enlarged firebox which could be applied, was the primary reason for the latter's phenomenal success.

The first soft-coal-burner with a wide firebox placed over trailing wheels was a 2-4-2, road No. 590, built by the Baldwin for the Chicago, Burlington & Quincy Railroad in 1895. The application of the wide firebox to soft-coal-burners of the Atlantic type became established by the close of the century. This marked a new era in locomotive development. With ample room for a wide grate, and a deep furnace of large volume, the horsepower capacity was greatly increased, and this was done without loading an excessive amount of weight on any one pair of wheels.

In 1898, Baldwin applied the wide firebox and trailing wheels to a group of 2-8-2's built for Japan. This was appropriately called the Mikado type. Early in the 1900s the type was introduced on American railroads, and it soon became popular. With the same weight on drivers, a Mikado showed a marked increase in speed and horsepower over the Consolidation.

THE LAST decade of the 19th century was of unusual interest in locomotive power, and built by the Schnec- with the appearance on the New York Central & Hudson River Railroad, of a large 4-4-0 type for fast passenger service, designed under the supervision of William Buchanan, superintendent of motive power, and built by the Schnectady Locomotive Works.

The cylinder dimensions were 19x24 inches, and the steam pressure was 180 pounds. Some of the locomotives had 70-inch drivers, others even 78 inches. Engine 870, with the latter size wheel, made a fine record hauling the Empire State Express. Following them came the 999, built at the West Albany Shops of the railroad company, with a somewhat larger boiler and 86-inch wheels.

Extravagant claims of the 999's speed capacity have been made, but it is doubtful that she really showed superiority over the 870. The 999 was handsome, displaying fine workmanship, and was greatly admired at the World's Fair Columbian Exposition at Chicago in 1893, where she was exhibited. She is still in existence, in a Chicago museum, but with smaller drivers, a new boiler, and other changes, her original glory has largely disappeared.

The nineties were notable because of the rapid increase in the use of compound locomotives. During the previous decade, the few compounds that appeared in the U.S. were more or less experimental. But by the close of the century, the compound was apparently well established in this country. Prac-

With heavier trains proving too much for Moguls and 2-8-0s, Sante Fe had a brief, unsatisfying love-affair with Mallets such as No. 3322.

tically all the well-known builders were offering some form of two-cylinder, or cross-compound. The Baldwin Works was turning out large numbers of Vauclain four-cylinder compounds. A few tandem compounds were in service, and the Strong 4-4-2 "A. G. Darwin," built by Hinkley in 1889, was rebuilt as a four-cylinder balanced compound. Many of these locomotives did good work; but as they grew older the cost of maintenance rapidly rose, and large numbers of them were rebuilt with single-expansion cylinders.

In 1899 the Burlington applied the wide firebox to a 2-6-2 for fast freight service. This was really a development of the well-known Mogul, and to it the name Prairie type was given. For the succeeding five or six years many Prairies were built for both freight and passenger service; but soon they were succeeded by the Pacific (4-6-2), with a four-wheeled leading track. Barring the Lehigh Valley locomotive "Duplex," the Pacific type first appeared during the next decade.

NOW WE come to the 1901-1919 period. In 1901 Baldwin built narrow-gage Pacifics for the Government Railways of New Zealand, and a year or so later this type began to appear on domestic roads, the first examples being constructed by the American Locomotive Cp. for the Missouri Pacific and the Chesapeake & Ohio.

Probably the most notable event during this period was the introduction of the Mallet articulated compound, first built by the American Locomotive Co. in 1904, for the B&O. The first B&O Mallet, a 0-6-6-0, was the heaviest and most powerful locomotive in service at the time.

The first road in this country to use the Mallet on an extended scale was the Great Northern, which purchased a group of heavy 2-6-6-2's from Baldwin in 1906, the year Railroad Magazine was founded. Another type to come into use during the period was the Santa Fe (2-10-2), so named because the first locomotives with that wheel arrangement were built by Baldwin for the AT&SF.

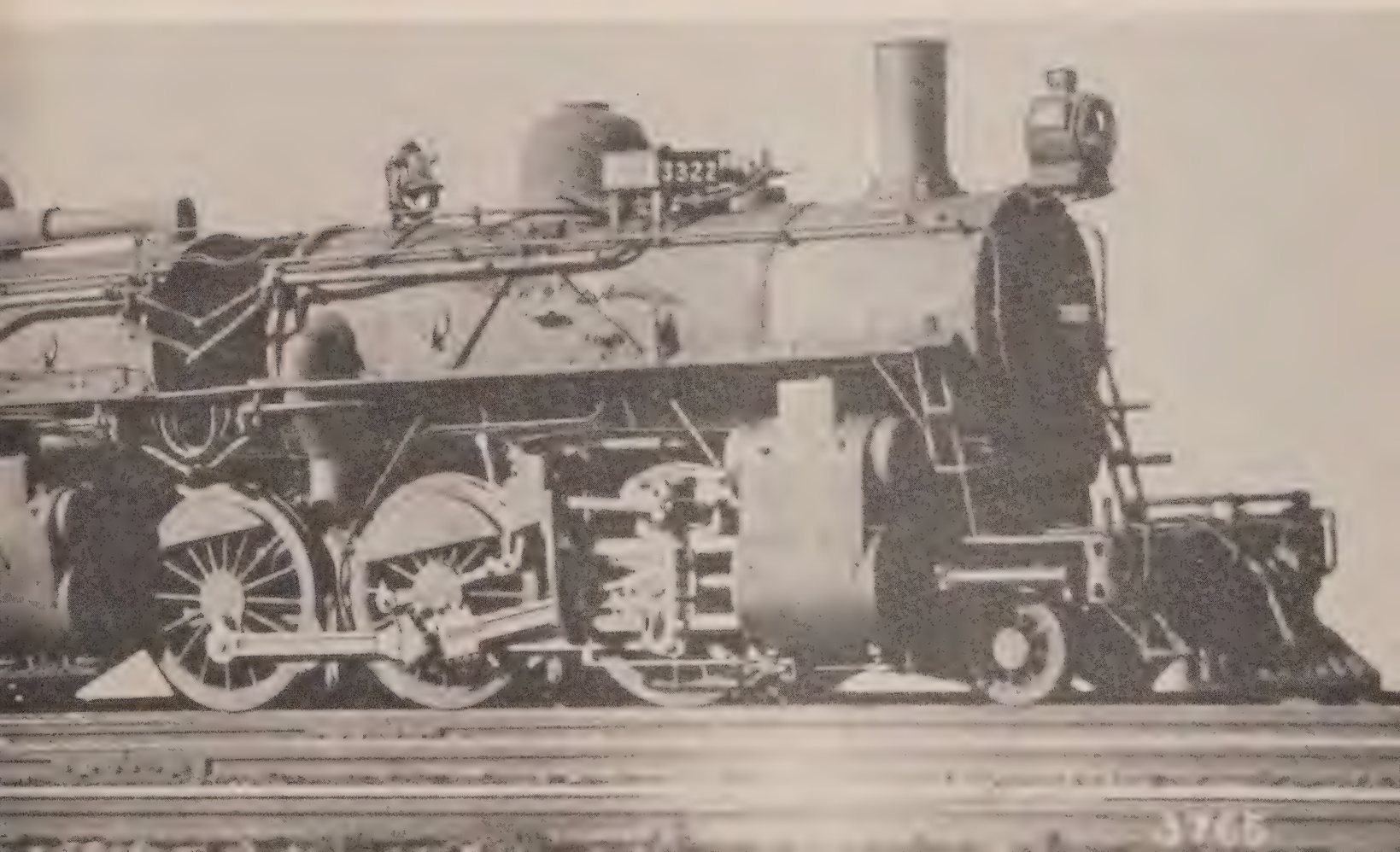
The locomotive had now reached the point in its development where, in order to operate efficiently and at full capacity, its crew had to be given the help of mechanical devices. A beginning was made in the use of power reverse gears and mechanical stokers. At first these devices were rather crude and unreliable, but their design soon improved.

Another device that came into extensive use by the close of the decade was the superheater. The advantages of using superheated steam had long been known, but the problem of designing a superheater that would stand upon a locomotive, and of lubricating cylinders and valves under the high temperatures involved, was not simple. A German engineer, Wilhelm Schmidt, did pioneer work in developing a superheater for locomotives. His general design was soon being used in this country to a greater extent than any other type. Early designs of superheaters, intended to give only a moderate increase in steam temperature, were soon abandoned, as the resulting economy was practically nil. As soon as the oil companies succeeded in producing lubricants to stand up under high temperatures, the success of the Schmidt type of smoke-tube superheater was assured.

PRACTICALLY all heavy power built during the 1911-1920 period was designed to use superheated steam, and a large percentage of the locomotives were stoker-fired.

Several designs of under-feed stokers were tried. They did an excellent job of firing when they worked, and burned high-volatile coal with comparatively little smoke, but were difficult to maintain, and eventually gave way to the over-feed or scatter type, several of which came into successful use. Steam jets proved the most reliable means of distributing the fuel. Mechanically-operated shovels or paddles were used to a limited extent, but did not do as well as the jets.

The most important new type of loco put in service during this period was the Mountain (4-8-2), first built by the American Locomotive Company for the Cheasapeake & Ohio in 1912. Used in



through passenger service over heavy grades in the Alleghany Mountains it proved an immediate success and was soon adopted by other roads.

An interesting development in articulated power appeared on the Erie and the Virginian, in the triple locomotive — a Mallet with a steam-driven tender section. These locomotives were built under Baldwin patents and were hailed as a great new development. But they were short-lived, as it was impossible to apply a boiler of the required steaming capacity. As a further development a Quadruplex was proposed, covered by a Baldwin patent. However, no such machine was actually built.

During the first World War, while the railroads were being operated by the U.S. Government, a great many "standard locomotives" were built to the orders of the Railroad Administration. There were prepared two designs each of switchers, Pacifics, Mountains, Mikados, Santa Fes, and Mallets. The plan was to build them in large numbers and distribute them to all roads requiring power. The designs were well worked out and the locomotives proved generally satisfactory; but after the roads were returned to their former owners, each resumed the former practice of ordering motive power designed according to its own ideas.

CONSPICUOUS during the 1921-'30 decade was the rapidly increasing use of four-wheeled trailing trucks in such types as Hudson (4-6-4), Berkshire (2-8-4), Northern (4-8-4, and Texas (2-10-4).

The four-wheeled trailing truck permitted the firebox dimensions to be increased, thus keeping the rate of combustion per square foot of grate per hour within reasonable limits, and without carrying an excessive trailing axle load. The outstanding performance of such locomotives as the New York Central's 4-6-4s, the Santa Fe's 4-8-4s and the Texas & Pacific's 2-10-4s, fully proved the wisdom of this development.

Meanwhile, the rapid increase in the use of feedwater heaters — an old device that had been tried spasmodically for many years — should be noted. Another interesting development was the so-called simple Mallet — an articulated locomotive using high-pressure steam in all four cylinders. At least two such engines had been tried by the Pennsylvania during the previous decade, and they now were practically supplanting the compound Mallets in new construction, while many of the old compounds were being changed to "simples." Increased speed capacity and a reduction in the cost of maintenance were important factors here.

Some individual locomotives designed to carry unusually high steam pressure (350 pounds or more) were built during this period. Notable were the Consolidations, two-cylinder compounds on the Delaware & Hudson, the Baldwin No. 60,000 — a 4-10-2 three-cylinder compound carrying 350 pounds and having a watertube firebox from which staybolts were eliminated. While it cannot be said that any of these exerted much influence on future power development, they are of interest as showing what efforts were being made to increase the efficiency of steam.

THE DECADE of 1931-'40 opened with the well-known Depression, which brought locomotive production to almost zero. Before recovery was fully under way, the first streamlined trains propelled by diesel-electric power appeared. It soon became evident that the steam locomotive was facing a rival far more serious than the all-electric

Streamlining of various steam locomotives — some new and some old engines remodeled — came into being. The chief value of streamlining was its appeal to the public; for — except at extremely high speeds — it had little effect in reducing train resistance. It was, at best, more or less an obstruction when doing maintenance work around an engine. For that reason, streamlined shrouds of some locomotives had to be partly removed to render certain parts more accessible.

The 4-8-4 proved itself especially useful, as it was suitable for either freight or passenger service. In that respect it was comparable to the old 4-4-0, which, by the middle of the thirties, had all but disappeared.

A notable development of the fourth decade was the rapidly growing use of roller bearings. Applications at first were confined to engine truck and tender axles, but soon they appeared on driving axles and on some crank pins. The result was decreased resistance at starting and moderate speeds, freedom from the hotboxes and increased locomotive availability.

Ball and needle bearings also were used in valve motion connections with good results. Along with these improvements came the use of force-feed lubricators for cylinders, valves, guides, and other details of machinery. The force-feed lubricator was of particular value on locomotives making long runs in heavy service.

THE DECADE of 1941-'50 virtually ceased to show progress in the steam locomotive field. The days of its dynasty were ended. The marked increase in the demand for steam power during the war years was due to Governmental demands for diesel engines and electrical equipment were so great that steam power could be obtained more promptly.

An interesting last-stand was the rigid-frame locomotive with four cylinders and divided drive. A locomotive so designed, with a 4-4-4-4 wheel arrangement, had been built by the B&O in 1937, and had been followed by the Pennsylvania's huge Class S-1 (6-4-4-6), which was mounted on a test stand at the New York World's Fair in 1939 and 1940.

Next came two 4-4-4-4 types built by Baldwin for the Pennsy and completed in 1942 (class T-1). These were fitted with poppet valves and loomed so promising in performance that 50 more were ordered — 25 from Baldwin and an equal number from the Altoona Works. The Pennsy also tried the divided drive, with rigid frame, in freight service. Class Q-2 (4-4-6-4), of which 26 were built, probably represents the most powerful steam unit, in terms of horsepower ever built.

We should also mention the Pennsy's steam turbine (class S-2), built by Baldwin and Westinghouse Electric. This locomotive, completed in 1944, was tried out in different kinds of service. It met expectations as far as capacity was concerned; but it was never duplicated. Steam turbine-electric locomotives also were built by Baldwin for the C&O and the Norfolk & Western.

Of necessity, many notable locomotives that appeared from time to time have not been mentioned in this article, but we believe that a sufficient number have been discussed to give a fair idea of design trends through the years.

All honor to the reciprocating steam locomotive, one of the grandest and most useful pieces of mechanism ever produced. The writer, for one, is glad to have had the privilege of watching its development since the days when an average fast passenger locomotive was a 4-4-0, with 18x24-inch cylinders and a boiler carrying 140 pounds of steam.

Now, alas!, steam power has vanished from mainline roads in this country, except for occasional fantrips, and the only active remnants we can see are on tourist operations. Well, steam put on a great show before the curtain came down.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. What happened to Alan Pegler?

Recently freed from bankruptcy, after going into debt to the tune of 112,000 pounds following his Flying Scotsman tour of America a few years ago, Alan now earns his living as a cruise ship lecturer making 23 pounds a week. Besides heavy financial losses on the steam loco venture, he lost two automobiles, a London home, a country home, and a flat in Italy. Creditors, a Scottish newspaper reports, will soon get just over half of their money back from asset realizations, likely to exceed 72,000 pounds.

2. Was there a Chicago, Peoria & St. Louis R.R.?

Yes, indeed. Incorporated Dec. 6, 1909, it took possession of the property of the Chicago, Peoria & St. Louis Ry. Co. of Illinois on Jan. 1, 1913. One year later it was in receivership. In March, 1923, the receivers were granted permission to abandon the line. At that time the equipment consisted of 51 locos, 30 passenger, 4 combination, 5 baggage, and 1627 freight cars. The 234½ mile road was sold for $1,350,000 in Nov. 1924. Successors were the Jacksonville & Havanna (now abandoned); the Alton & Eastern, and the Chicago, Springfield & St. Louis.

3. What streetcar lines ran in Alabama?

At one time there were 13: the Anniston Electric & Gas Co.; Birmingham Electric Co. (ex-Birmingham Ry. Light & Power); Alabama City; Gadsden & Attalla Ry. Huntsville Ry. Light & Power; Montgomery Street Ry.; The Sheffield Co.; Tuscaloosa Belt Ry.; Columbus Electric Co.; Gadsden, Bellevue & Lookout Mt.; Mobile Light & R.R.; Mobile & Pensacola Ry. & Navigation Co.; North Alabama Traction, and Selma Street Suburban Ry.

4. What's the latest on "Railbox"?

The ICC has authorized 99 additional railroads to join this freight-car pooling company operated by Trailer Train bringing to 137 the total number of roads so involved. Others have been given until July 31 to seek ICC authority to join Railbox. Initially, the railroads had 120 days from the ICC-approved Railbox, last August 1, in which to file for inclusion. The 120 days expired on Nov. 29. In approving the time extension, ICC Commissioner Kenneth H. Tuggle said some railroads wanting to join Railbox had not yet been able to complete the necessary steps for participation.

5. Any info on the famed Canadian newspaper special?

This was a fast train inaugurated about 1881 by the Toronto Daily Globe to carry newspapers to London, Ont., 120 miles away, in two hours and 45 minutes over the Grand Trunk. It ran until 1936. Eight-wheeler No. 702 (built by Rhode Island in 1871 for Great Western Ry. of Canada) was the regular loco for many years.

6. Which Erie steam locos were acquired by the Boston & Maine?

Erie Decapods 3001, 3069, 3081, 3127, and 3150 were borrowed for about a month in the early 1940s by the B&M and then returned. They temporarily carried B&M numbers 2802, 2804, 2805, 2801, and 2803.

7. What was the L&T?

The Leavenworth & Topeka, running between Leavenworth and Meriden Jct., Kan., 57 miles. Chartered in 1889, it succeeded the Leavenworth, Topeka & Western, which had been chartered in 1879 and built in '82. Union Pacific operated it until 1894, when it became a joint UP-Santa Fe affair and so remained until it was abandoned years ago.

8. I'm a Burlington Northern conductor. How much can a spouse annuity be under the new railroad retirement legislation?

Payment to a wife is one-half of her husband's regular annuity, but no more than $247 in 1975. The average spouse annuity awarded in Sept. 1974 was $151 per month.

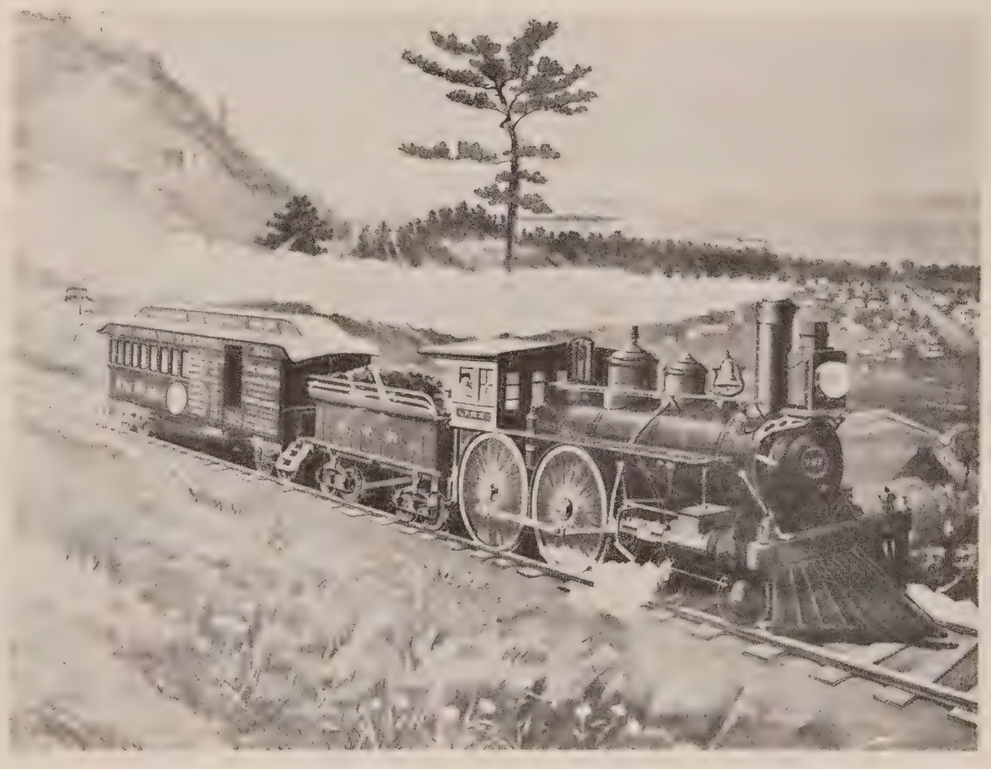
9. What are words to "Hash House," by Bessie Bardsley?

Take me 'way back to Nevada, where
beside the gleaming track,
Standing just next to the switch-head'
is the railroad eating shack.
Where the foothills cut the skyline on
the west and on the east,
Where the sunset's gorgeous rainbow gives the
eyes an evening feast.
While trailing down the canyon comes a
sneaking little breeze
That cools your heated blood and brain but
makes your fingers freeze!

Take me back to where the porter, "Hash-house
Willie," beats the gong,
While the train stops and the tourists rush
inside, a hungry throng.
I wouldn't mind the daily kicks 'bout the
price of apple pie,
Or, "Beans, fifteen cents, and coffee, ten!
It's robbery!" they cry.
"What state is this Nevada in? I can still
hear soneone ask,
And: "How soon do you think you'll
own this joint?
How long do you think you will last?"

10. Tell me about the first "Shakopee" combination of loco and coach.

Built in 1865 by Columbus Car Works of the Columbus & Indianapolis Railway for the Minnesota Valley Railroad, she was named the



Daily Globe newspaper special used to run on GT between Toronto and London, Ont.

C. E. Rose, 3 High St., Brantford, Ont., Canada

The Shakeopee of Minnesota Valley (later CStPM&O) was built in 1885 at Piqua, Ohio, by William Romans, master mechanic. Two other locos of this type were the Economy and the Express.

"Shakopee." This oddball arrangement was fairly common in the late 1860s and 1870s, especially in light passenger areas. The original capacity proved insufficient, but this was increased by adding a coach. However, the engine was not powerful enough to pull the extra coach, so this type of transportation vanished. While the "Shakopee" ran in suburban service between Minneapolis and St. Paul in the late 1860s, one-way fare for the 10 miles between the Twin Cities was only 50 cents.

11. When did CP Rail lay-up its steamship "Princess of Arcadia"?

Unlike the "Princess of Marguerite," this one is still active on a daily Bay of Fundy ferry trip. However, the "Princess of Arcadia" is a victim of spiraling costs. To keep her running, she was sold to the Canadian Government earlier this year. If this sale had failed to materialize, she might have been sold to outside interests for service in other than the Maritime provinces.

12. Name Kentucky steam roads in mid-1930s.

They were: Artemus-Jellico; B&O; C&O; Carrollton; Cadiz; Cincinnati, Burnside & Cumberland River (CB&O); Chicago, Indianapolis & Louisville; Clinchfield; Cincinnati, New Orleans & Texas Pacific; Frankfort & Cincinnati; Flemingsburg & Northern; Gulf, Mobile & Northern; IC; Kentucky & Indiana Terminal; Ky. & Tenn.; Kentucky; Rockcastle & Cumberland; L&N; Morehead & North Fork; Mobile & Ohio; MoP; N&W; NC&StL; NYC; Paducah & Illinois; Pennsy; Southern, and Tenn. Central.

13. Any info on New York Central's West Shore Division operations out of Camp Shanks, N.Y. during World War 2?

Yes. During that war some 2,500,000 troops were moved from Camp Shanks to New York City by train and ferryboat for eventual distribution throughout the port for sailing on Europe-bound transports. Troop movements required exact timing, so as not to conflict with heavy freight traffic handled at the same time. The largest single operation occurred in April, 1944, in anticipation of D-Day, when 37 twelve-car trains were used in one day for the 21-mile trip into Weehawken, N.J., terminal.

14. What was the purpose of the water brake on some SP Twelve-wheelers?

Heavy construction of valve gear on 4-8-0s necessitated its addition to air and hand brakes on some locos. These La Chatelier water brakes worked on the engine only. The massive valve gear called for the application of power reverse when the hoghead wanted to run backward. It was worked from hot water at boiler pressure taken from the firebox above the mud ring, with the lever to operate it secured to the reverse lever. The La Chatelier brake flashed water into wet steam with the engine reversed, and the pistons acted as air compressors. It was used for 20 years.

15. I work for the Southern, my wife for Seaboard Coast Line. Are railroaders and their wives who retire at age 60 eligible for Medicare?

Ordinarily, you must be 65 to qualify. But coverage before 65 is available if you are totally disabled or suffering from a chronic disease requiring dialysis or a kidney transplant.

16. When did the Great Northern scrap its two 4-6-6-4's?

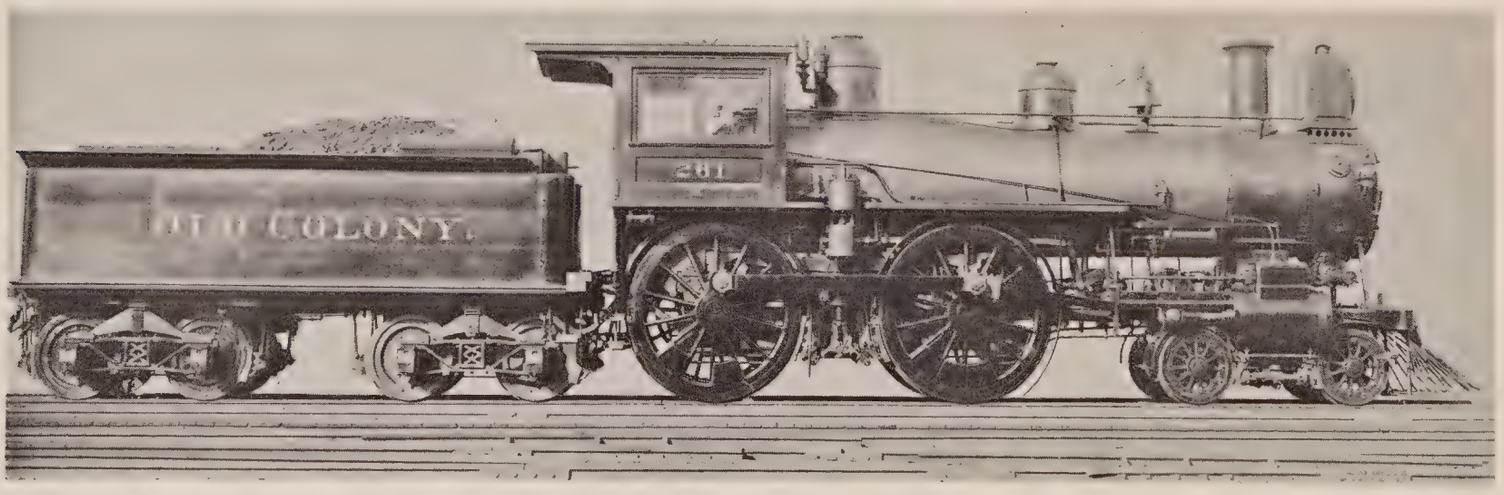
It didn't. It sold No. 4001 to the Spokane, Portland & Seattle on Jan. 1, 1946 and the other one, 4000, to the SP&S on Jan. 1, 1950. Built by Alco in 1937, these mighty engines were class Z-6, 23x23x32" cylinders, 69" drivers, 250 lbs. boiler pressure, had 621,000 lbs. of engine weight, 104,266 lbs. of tractive force.

17. Any info on the Old Colony's "Dude Train"?

Yes. Started in 1884, it was an extra-fare private flier with 3 or 4 cars for subscribers only. Leaving Boston at 3 o'clock on summer afternoons, it dashed over the 72 miles to Woods Hole, Mass., in an hour and a half. Bankers and businessmen, closing their roll-top desks a little early, could eat supper at the Sea View Hotel on Martha's Vineyard as early as 6 p.m. This express, with its golden-yellow cars, operated until the U.S. Railroad Administration abolished it in 1918. The Old Colony had not been part of the New Haven since 1893.

18. What was the MV&MT?

The Mill Valley & Mt. Tamalpais, chartered in 1896 and opened that year between Mill Valley and



Old Colony 4-4-0 No. 261 was seen on many summer afternoons racing with the Dude train from Boston bound for the Martha's Vineyard ferry. The Eight-wheeler was renumbered 861 and then 1632 while with NYNH&H before being scrapped on June 1, 1923.

Collection of Gorton T. H. Wilbur

the summit of Mt. Tamalpais, Calif. In 1913 it became the Mt. Tamalpais & Muir Woods, with several geared locos; but has been gone for years.

19. When was the enclosed platform-observation car introduced?

On Sept. 12, 1909, the Burlington Route placed four glassed-in solarium cars in service on its "Denver Limited" trains. Built by Pullman and called compartment lounging cars, their platforms were almost entirely screened by movable gluss panels. Each solarium seated 12 passengers and was advertised as being entirely protected from the weather.

Running Extra

Herman Wilson asked about the NYC 5500's poppet valve engine. This was a 4-6-4 Hudson, not a Niagara. The Niagaras were numbered 2000-2019. Working in Fonda on the mainline, I remember the first time the 5500 came through. Also, I was fortunate to visit the Alco plant when Niagaras were being built. — Gordon Hulbert, Riverside, Orford, N.H. 03777.

The Detroit, Caro & Southern, a Michigan shortline, was abandoned in the early 1950s. I remember seeing 261 on one of its tenders shortly afterward, but couldn't find out if the DC&S ever owned such an engine. Anyone know? — Bruce Monson, 1312 Worcester Dr. N.E., Grand Rapids, Mich. 49505.

Will some reader tell me what is a rip track, a house track, and an 18-degree curve? — C. Douglas Ware, 800 Woodland Ave., Plainfield, N.J. 07060.

History wanted of the Pittsburgh, Cincinnati, Chicago & St. Louis. — Steven Geisler, 260 N.W. 37th St., Ft. Lauderdale, Fla. 33309.

Someone asked about CPR gas-electric cars. I don't recall which car ran between Regina and Moose Jaw, Sask., but do know it held a speed record. Maybe it was a straight gas car. CPR ran one for a while on the Pacific Great Eastern between Bridge River and Lillooet, B.C., but being geared only on one end, it got into trouble. Later, they bought a Canadian National gas car which ran for many years. — Ernie Plant, 19894 24th Ave., Langley, B.C., Canada.

Was the Mexican National mainline between Nuervo Laredo and Monterrey narrow-gage until about 1895? — Floyd Rees, 3305 Laclede Ave., Los Angeles, Calif. 90039

Anyone know about a loco builder called "Brookville"? I also want to hear from Randy Scholl. — Kenneth Ondracek, RR 1, Box 168, Waterloo, Neb. 68069.

Were steam locos ever sold by the pound? If so, how much? — Herman Wilson, 13 Washburn St., Gloversville, N.Y.

I have a Baldwin steam loco number plate with "10/34 E1929" stamped on the back. It is over 16" in diameter, with the number 30 on front. Anyone know which loco it came from? — Bernie Perch, R506 Berwick Sy., White Haven, Pa. 18661.

Who has the address and info on the New Haven RR. Technical Assn.? — Philip Choate, 11 Hiwartha St., Teaticket, Mass. 02536.

Info wanted on Detroit, Toledo & Ironton since 1920, including date of dieselization, how many locos, present-day ownership, etc. — Dean Dowless, 8475 Card Well Hill Rd., Corvallis, Ore. 97330.

Where can I get binders for Railroad Magazine? — Jerry Effer, 714 Lincoln Ave., Kaukauna, Wis. 54130. (Ed. note. We don't sell them. Try any large stationery store.).

What did the color schemes and heralds of the Big Four and the Chicago North Shore Line look like? — Shorty Bemelman, 1431 Lotus Lane, Lufkin, Texas 75901.

Who can supply details on the Norfolk Southern rail-buses that ran between Norfolk and Virginia Beach, Va.? — Richard Shannahan, 126 Beethoven St., Binghamton, N.Y. 13905.

Can a motion picture company transfer stock belonging to an actor, meaning me, into railroad holdings and then transfer it into Social Security. What's the connection? — Roy Lewis, Box 831, Hot Springs, S.D. 57747.

I want a short historical sketch of Trans-Siberian Ry. Was an American one of the chief architects in its construction? — Joseph Boone, Box 127, Andrews, Ind.

Recently I came across an old roadbed near Haverstraw, N.Y., near the right-of-way of the West Shore (now Penn Central). Was this another railroad or an abandoned siding? — John Gray, 77 High St., Newton, N.J. 07860.

The Grefenfeld Cinder Catcher was designed to prevent hot cinders from falling on the roadbed. Developed just after WW2 for the French National system, it was applied to a few European steam engines built after 1948. Its late design precluded any use in the U.S. — K. von Kirsch, 129 Pocahontas Dr., Falls Mills, Va.

Anyone have names of boys' railroad clubs in my area? I'd like to donate several boxes of rail material to them. — H. Flanagan, 426 Washington St., Denver, Colo. 80203.

What was more powerful, the Frisco 4-8-4 or Rock Island 4-8-4? — Robt. Kidd, 391 Leavenworth St., San Francisco, Calif.

Any info on the abandoned narrow-gage Kentwood & Eastern that ran between Kentwood and Hackley, La.? — T. A. Holliday, 515 N. Jackson St., Poplarville, Miss. 39470.

I have an iron watch fob marked "MS&NI R.R." The reverse has the number 3855. If a reader knows to whom this tag belongs, having sentimental value, I'd send it to him. — Dennis Fitzgerald, Supt., Hamburg Ry. & Traction Co., 119 Tomaka Dr., Hamburg, N.Y. 14075.

Where did the old St. Louis, Rocky Mt. & Pacific run and what became of it? — Dan Welty, 216 Clark, Mankato, Minn. 56001.

Southern multi-diesel lash-up of locos 2612, 2681 and 2788 roaring thru Danville, Va., hauling 44-car coal train up heavy grade and sanding heavily on morning of Nov. 18, 1972.

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

Sierra Railroad gets 1975 season off with expanded steam schedule running from early April thru Nov. 1, highlighted by many special runs.

WAYNE BRIDGES

Interesting Railfan No. 150

by Freeman Hubbard

Wayne and Evelyn Bridges looking at copy of Railroad in their living room on Feb. 22, '75.

Yashica Mat with self-timer photo by Wayne Bridges

FIFTY YEARS AGO, truck deliveries were unknown in the backwater town of Mason City, Illinois. Freight and express packages coming in on the Chicago & Alton were distributed by pushcart to the various business houses. In 1923 the local C&A agent, Joe Walker, an amiable gent, hired a high-school lad named Edward M. Bridges for this job, paying the kid's meager wages out of his own express commissions.

The railroad didn't use city water, but pumped its own for its steam locomotives. When Ed graduated from high school, the C&A took him on to run the pump station and help at the depot. He learned telegraphy from an old boomer brass pounder who had retired from the Alton Railroad and was working in Mason City at a gas service station. They strung a wire between that point and the depot, put a key on each end, and tapped out messages to each other by Morse code in off-duty moments. Ed caught on so well that in 1937 he got a job on the telegraphers' extra board, eventually became a trick operator at $200 a month, and finally an agent until his death in 1956.

Meanwhile, in 1929, he had married Mary Louise Blessman. They had two children: Edward Wayne Bridges, better known as Wayne, born in Mason City on Lincoln's birthday in 1930, and a pretty daughter, Margaret, in 1931. Wayne had two other railroading relatives, both in the Illinois Central car shops.

In the late 1930s, while his father was a pump-station attendant, the kid would go down to the depot almost every night to check the water level in the tank and shut off the pumps. In those days Mason City was an icing station for solid reefer trains from Kansas City en route to Chicago. Wayne recalls seeing, hearing, and smelling the coal-burning steamers, always double-headers, being cut off at the icehouse and run light uptown to take on water. Then, with full tanks, they backed onto their trains and moved slowly through the town, their bells clanging. By the time they reached the depot and the water tank, their stacks were emitting great clouds of black smoke and cinders. It was enough to excite any small boy. The thunder of exhausts and the cinders raining down upon his head actually frightened Wayne. Today steam-hungry young railfans wish they'd had such an experience.

The depot, like others all over the country, was still the social center of town. Folks milled around it, open-mouthed, to watch the motor-car trains come and go or to see relatives off on the "steam cars" or welcome their return. The mail truck would rumble up to the depot, along with Mason City's only female taxicab driver. The lady went barefooted all summer long, even when she picked up passengers.

"On rare occasions," he says, "Mom would leave us at the depot while she gallivanted somewhere on an errand. Those were big days for me. I'd park my butt on one of the hard mahogany-colored benches that were lined up in solemn rows in the depot, getting up now and then to use the penny-gum slot machine or the flush toilet, the latter

This is one of Wayne's favorite photos, probably because it won a prize in a newspaper snap-shot contest. He's always pleased when he has a rail print appear in a non-rail publication. Seen here is Chicago & Illinois Midland 2-10-2 No. 752 at the Peoria & Pekin Union Ry. roundhouse at Peoria, Ill., in 1955 when the C&IM was the only road that was running steam into Peoria. Railfan 150 feels that people if included in rail photos should be a part of the scene.

Photo by Wayne Bridges

This scene is much the same as in 1960 when photo was taken, with exception of Gulf, Mobile & Ohio name on cars. Road is now ICG.

Photograph by Wayne Bridges

being something we didn't have at home. Dad's office fascinated me. Its two stiffly-operating typewriters had only capital letters and must have been antique even at that time. An old brass telegraph key and a sounder, complete with a Prince Albert tobacco can to reflect the sound, seemed always to be chattering in some strange language."

This background, plus photography, gradually turned Wayne Bridges into a railbuff. Like most shutterbugs, he likes action shots — and what could move faster or more dramatically through a country town than a steam engine? His first railroad picture, made in 1945 with a 127 Falcon coasting $1.98 (no sales tax in those days!), shows IC engine 291, a class 2100 Mikado, pulling freight. He still has that photo.

Two years later he bought a Kodak 35. But what really turned him into a hobbyist was attending the Chicago Railroad Fair in 1948 with a neighbor named W. Dean Kunkle. According to Dean, Wayne doesn't socialize very much. Ordinarily, he is a "loner," a little apart from the so-called normal pattern." They rode the colorful Peoria Rocket that day to and from LaSalle Station, which proved to be his first and only trip to Chicago. Previously, Wayne had ridden the Alton doodlebugs, but this was a real streamliner with a diner and an observation car. Feeling important, the two fellows ate breakfast and supper in the diner and paid extra fare to ride the observation car.

"As we pulled into the station," his friend tells me, "Wayne was awed by the sight of the tall buildings and the busy city traffic."

Another giant step toward railfandom was Dean's introducing him to Railroad Magazine that same year. Our photos inspired him to take better pictures himself. He spent $300 — a wad of dough in those days! — on a Speed Graphic for the avowed purpose of getting at least one of his own shots published.

The first exposure he made with that camera shows a Cole Bros. Circus train, which was then running extra over the Gulf, Mobile & Ohio en route to setting up the big top in Peoria. His first published shot showed IC engine 2111 at Delavan. It adorned a back cover of the Illinois Central Magazine in 1950. His second published photo, the Anne Rutledge's observation car, appeared on a quiz page in the Model Railroader. Wayne didn't make our magazine until 1968, when I used his photo of a steam locomotive sculptured on a hogger's tombstone. Prior to that date, though, he had often contributed to Trains, and since then his work has been in other railfan publications.

"Although I now own six cameras and have made over 10,000 shots," he says, "I never developed a roll of film myself nor printed a negative. A customs lab in Chicago handles those chores for me. I have spent many hours around railroad stations with a camera but have yet to see a girl in a bikini walk by. If I ever do, I'll snap the shutter."

Good rail-girl pix, Wayne, are seldom due to chance. They are planned in advance, a pretty subject being posed so expertly that the result looks like a candid-camera shot, although it seldom is.

At high school Wayne did well in English grammar, composition, and history, and took part in his senior class play. He also won medals in track, his best time being a quarter-mile in 52.2 seconds — pretty damned fast in those days! His mother informs me that one time he asked a girl to go to the junior and senior prom with him. Our hero bought her a pound of chocolates in a fancy box but he ate most of them himself; and he didn't offer to dance with her. The girl thought he had been taking dancing lessons. Actually he hadn't, and did not know how to dance. Instead of facing the music, he sneaked out through the men's room window and fled uptown with boy friends. The girl was not very proud of him that night.

Wayne is a lean 6 feet 4 inches, the exact height of the late Lucius Beebe. His hair and eyes are brown and he has worn a close-cropped mustache all his adult life. In 1952 he had an eagle tattooed permanently on his left forearm, which he now regrets. His voice is quite masculine. Sometimes he barks like an Army sergeant, looks you straight in the eye, and tells you what is on his mind, regardless of consequences. But that is only a front to hide his lack of easy self-assurance.

Basically good-natured, railfan No. 150 has a dry sense of humor and an impish grin that makes you suspect he's been up to something. His mother remembers him as "a small boy with a crooked smile." Generous, too. He may tell you to go to hell and the next minute be willing to give you the shirt off his back if you really need it.

His first paid job was helping to mow the lawn of the Illinois Central agent at Mason City for 50 cents, once every two weeks. He also peddled newspapers, tended furnaces, and detasseled corn. During the summer of 1948, after graduating from high school third in his class, he put in a solid 12 hours daily as a farm hand for $4 a day. At other times he toiled on Saturdays and Sundays for the same farmer. Thus he helped to finance his high-school education.

"The IC's Peoria-Mattoon line bisected the farm," Wayne says. "Many a cold winter twilight I stood watching train 292 with a class 2100 Mikado roar past toward Peoria, her smoke and steam billowing into the frigid air, and I'd wished I could be a hobo."

In 1948 he hired out to Bell Hardware Co. as a truck driver and store clerk. Two years later he joined the Illinois National Guard, not for any patriotic motive but, like many other good Americans, to beat the draft.

"In the summer of '51," he tells me, "we pitched out tents at Camp Ripley, Minnesota, and I was assigned as jeep driver and orderly to the battalion commander. A spell of heavy rain forced the men to march knee-deep in a soft yellow mud, but I rode high and dry in a jeep. I kept on driving, laborously, until it was mired to the hubs. The harder I tried to get the jeep out, the deeper it sank into the mud, and I did my share of swearing.

"At length Colonel Selk, who was riding with me as a passenger, ordered: 'Soldier, get your butt into the back seat! I'm going to drive this son of a bitch out of here.' And he did.

"Just then our home-town company came slogging past, and every man jack of them made a snide remark to me. My face must have been as red as hell. Even after the Colonel had gotten us out of the mud-hole he didn't return the wheel to me, but kept driving all the way back to the main camp. Maybe it was the first time in history that a man of his rank drove an able-bodied private. That was my most embarrassing moment. Twenty-five years later, this story was still being told when my old buddies get together."

But joining the National Guard didn't keep Wayne Bridges out of the regular Army. Federal service took over the Guard and sent it by troop train to Camp Cooke, California. There he was trained as a telephone repair man. Eventually Wayne was shipped to Korea, where he served about a year as a non-com. At first he drove an old broken-down truck loaded with ammunition to the front lines, being under enemy fire for 20 hours at a time, but was never hit. Later, he drew a safe typing job. He sent letters to his mother almost every day and sometimes she wrote back twice a day. In 1953, he was discharged from the Army and returned to California.

"Although most veterans seem to regret the time they spent in military service," he says, "I regard those days as one of life's greatest experiences."

He regrets, however, the time he wasted in California bars in 1953. That time could have been used to photograph the Southern Pacific's Coast Line, when cab-in-fronters on beet trains were common and the gleaming Coast Daylights ran behind steam. After a while, like the Prodigal Son returning home, he went back to his old job with Bell Hardware Co. Then he found romance in the person of Evelyn Rush.

In telling me, Wayne did not mention her physical characteristics. "If you had been a Southern slave trader 150 years ago," I asked him, "and had put Evelyn Rush on the auction block, how would you have described her to the customers?"

"I wouldn't have put her on the block," he replied, "but would have kept her for myself."

Evelyn is delightful. Medium height. Good shape. Attractive face. Like Wayne, she is a Baptist and never smokes or drinks. Both were the same age, 33, when they first met. Neither had gone out previously with a person of the opposite sex. An additional bonus, from the railfan viewpoint, was that her father and a brother worked for the Chicago & North Western. She herself had a job as checkout girl in a dime store next door to the Bell Hardware shop in which Wayne was employed.

"I was standing at the doorway one Friday noon when Evelyn strolled by," he recalls, "her brown hair done in a French roll with a sweeping turban effect in front. I liked it. Liked her, too. Thereafter I managed to be at the front door whenever she passed. I had one hell of a time mustering up courage to ask her for a date, but I finally did. You see, I was bashful around women, due to my strict Baptist upbringing, and I still am — except with Evelyn."

With feminine mystique and friendly smiles she made him feel at home every time they were out together. "But," she says, "I thought he'd never get around to kissing me good-night."

They were married on October 20, 1963. He introduced the bride to railfanning by taking her on a Burlington steam trip, and in due time she became a capable railroad photographer. One of her pix illustrates this article. Often on week-ends they chase trains together. Their address is R.R. 1, Box 282A, Delavan, Illinois 61734. They have no children; but regard their cat, Fluffy, as a member of the family, and were saddened by the recent death of their Dalmation dog, Kris.

Evelyn left her job in the dime store to become a full-time housekeeper. Wayne left his to work for the Caterpillar Tractor Co. on an hourly basis as a heat-treat furnace helper. It was back-breaking labor, hot and dusty; but he stuck it out and eventually landed his present job in the same company as a reproductions control clerk. Since then, he has commuted by car pool 80 miles round trip each working day between Delavan and Mossville for nearly ten years with the same two people, a man

and a woman, as traveling companions.

A lively conversationalist, Wayne likes to entertain people and has a keen sense of drama. He'll exaggerate or omit certain facts to improve the story he is telling. Military training has colored his approach to life. He welcomes challenges, likes to think he can accomplish "the impossible," and gets a kick out of his old Army adage: "Yes, sir. No, sir. No excuse, sir." But his innate shyness makes him feel ill at ease in any home except his own.

"I like people," he tells us, "but don't allow myself to get close to anyone — except, of course, my wife."

Evelyn says her husband is so much of a worrier that if he can find no real cause for fretting he'll invent one. At work he is an organizer and is able to take command of almost any situation that is likely to come up, but sometimes he has a tendency to push too hard, both himself and others.

Our Interesting Railfan is well groomed, has a neat appearance, and walks with a military bearing. Maybe he is a bit too cocky, but he commands respect. Like the famous Illinois Central hogger Lee Christmas, who became dictator of Honduras, our hero is color-blind. This could explain why he never became a railroad man and why he does very little color photography. But Wayne is the author of three published articles: a photo-essay on the Illinois Railway Museum and the others about a unique planked bridge and an odd tombstone, all three printed in Illinois magazines. Besides railroading and photography, he likes to travel the backroads of his home state in search of the old, the unusual, and the bizarre that he thinks should be written up before they are gone.

Unlike his wife, he almost never reads books, but has a small railroad library and studies all of the current railfan magazines, among others. Doesn't care for art, poetry, music, or television. The railroad room in his home houses his many photo-albums, also between 10,000 and 12,000 negatives of various sizes, six cameras, and all the photographic equipment he has acquired in 30 years of picture-taking. One wall displays 48 enlargements of rail photos, and another wall has pix of his that have been published or won prizes.

"I do nothing to keep physically fit," Wayne admits. This may account for his being a borderline diabetic, for which a doctor has put him on a strict diet aimed at keeping his weight at about 170 pounds. Says he: "I have not smoked nor taken a drink of liquor for more than 14 years; but earlier in life I smoked three or four packs of cigarettes a day, and John Barleycorn was my close companion."

His ambition is to win wide recognition as a photographer. He thinks the biggest mistake he ever made was being too proud to accept the financial aid which would have enabled him to attend college.

"Not being college-trained myself," he says, "I resent people who are, and feel inferior to them. As a radical Republican, I have voted for only one Democrat in my life. I was born and raised in a home where Baptist doctrine was law. Dad was a deacon, Mom a Sunday school teacher. No dancing, card-playing, drinking, tobacco, or theater. Not even movie shows. No spending money on the Sabbath except for church collections. Much Bible-reading and singing hymns. Church attendance twice on Sunday and prayer meeting every Wednesday night."

You may wonder how he survived the regimen. Well, I was brought up the same way. My father was a fundamentalist Baptist preacher and a temperance lecturer as well as a Pennsy railroad man. But I outgrew most of those inhibitions a long time ago and today I keep busy, creative, healthy, and happy. Wayne is still a hard-shell Baptist. "I believe it's the only way," he maintains. Recently he joined the North Western Chapter of the NRHS at Rockford, Illinois, but because of that city's distance from his home he doesn't think he can be active in it. He is also a Mason and a member of the American Legion.

"When I have a tough problem or my luck turns sour," he says, "I walk over to Delavan Park, sit down on a bench, and meditate. 'Wayne,' I tell myself, 'why the hell are you down in the mouth? You have a good wife, a comfortable home, and a great life, and you enjoy them all."

Paul Cunningham, a neighbor who has known our Interesting Railfan for almost 30 years, writes: "Wayne is not easy to understand. Some people regard his occasional abruptness as a lack of friendliness. It isn't. Wayne just isn't gregarious. I guess he doesn't feel close to fellow human beings. I have known him to walk off suddenly in the midst of a conversation, but not if the conversation was about railroading. One time he put on a slide show with some good pictures of C&NW equipment at the Peoria Railroad Camera Club. Later, he invited my wife and myself to a private showing."

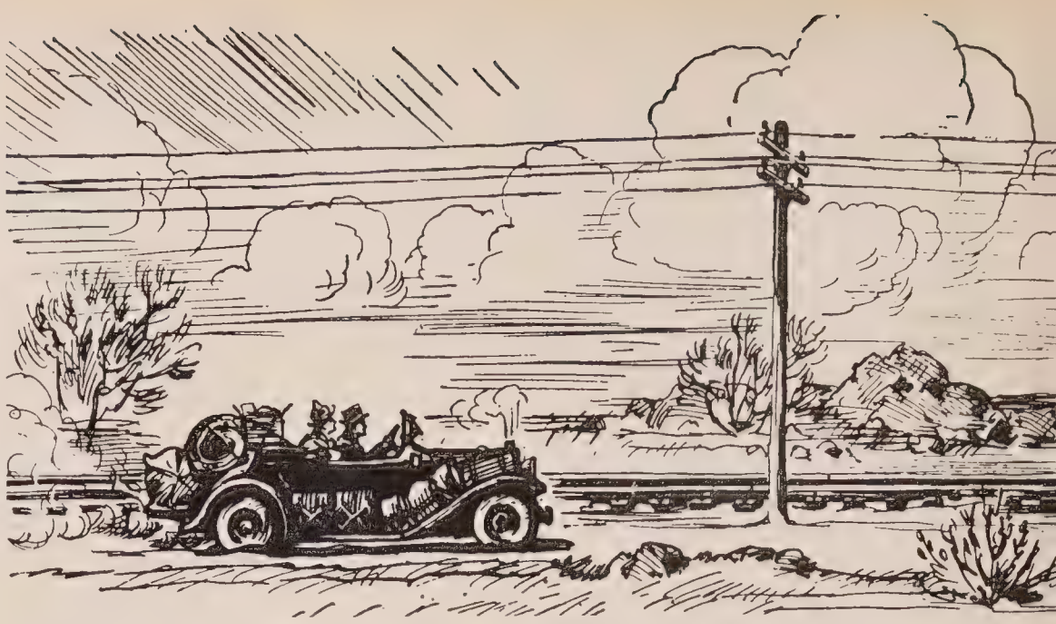
And here is my own appraisal. Thus far I have written up 149 men and women, as well as my personal memoirs, in this Interesting Railfan series. Of that number, I think Wayne Bridges did more than any of the others, by his utter frankness, to help me analyze and interpret his personality. I admire his photography, too. But maybe I am prejudiced in his favor because of our similar early backgrounds.

Good example of Evelyn's photo skill. Southern's 4501 is coming around curve at Bureau Jct., Ill., on a Chicago-Bureau Jct., Railroad Club of Chicago fan trip on June 24, 1973.

Photograph by Evelyn Bridges

LIGHTNING SLINGER

by Don Livingston



THE BOY brought Jerry Gaston a note from Superintendent Patton telling him to come into the super's office. Young Jerry, sandy haired and blue-eyed, was pounding brass as an extra operator in the Medford relay office. He penciled his service record on the tonnage report he had just finished sending, tapped the receiving operator the "25" signal, rolled down his sleeves, and marched across the corridor to the door marked "Private."

Tall and lean, he moved with the brisk, positive stride of self-confidence. Jerry had been expecting the summons, which had to do with a certain cherished aspiration.

It was no secret on the Oil Belt & Western Railroad that Jerry was preparing himself for the hazardous and discouraging climb up the ladder to officialdom. Not boastfully but matter-of-factly, he had announced that some day he'd be the general manager. And Jerry, having definite ideas about the qualifications for that position, was following a course intended to develop them.

He believed, in the first place, that a G.M. should know railroading in all its phases; and in the second place, the way to learn railroading was to work at it. Jerry had been doing that. By clever maneuvering he had managed to get various jobs over a period of four years. But there was one big department he had not yet invaded: train service.

"A general manager who can't run a train is unthinkable." Jerry decided. And since the telegraph job he now had was being pulled off, he felt an urge to go into train service. He had asked the Old Man to put him on as extra brakeman. Gleefully he advanced into Mr. Patton's office, taking care to let his hair fall into a cowlick like Napoleon's.

"Sit down, young man!" the superintendent grunted, nodding toward the straight-backed oak chair across his desk. That chair had been purposely chosen because it was uncomfortable. The men on the division called it "the hot seat."

Mr. Patton eyed Jerry through the upper half of his bifocal glasses. He was short of stature and sharp of tone. Either with or without his glasses he could see further beneath a man's shirt bosom than any other brass collar on the OB&W. On the desk before him lay a brief typewritten letter which Jerry's quick glance recognized as one he had written two days before.

"Why," asked the official, tapping the letter with his index finger, "should you be transferred to train service?"

"Because, sir, I don't want to be a lightning slinger all my life."

"Oh, you don't, eh? Well, let me tell you something. You're not a lightning slinger at all! It takes more than telegraph knowledge to make a lightning slinger; it takes conscientious devotion to a job, an understanding of responsibility—"

"But I need a variety of experience, Mr. Patton. If a man's ever going to be an official — I mean, if a good railroader — he should know something about all departments."

"So you want to be an official?"

"I hope some day, sir, to be general manager of this railroad."

Mr. Patton did not laugh. He merely looked hard, but showed no sign of surprise. Evidently he, too, had heard the sandhouse talk about Jerry's ambition.

"Son," he said, "I've just seen your service record. In four years of railroading you have drawn pay as callboy, section hand, mechanic's helper, freight trucker, ticket clerk, and telegrapher."

"Yes, sir."

"What you need is to learn how to stick with a job. And I've got one for you. I'll give you a job where you'll really learn something — if you're good enough to handle it."

Jerry's heart gave a jump. The Old Man must be talking about the dispatcher's trick from which Herb Mason was soon to retire. A trick, the first real step up the ladder! From trick dispatcher to chief, to trainmaster, to superintendent; Jerry had the course mentally charted.

Of course, he hadn't expected to be offered the position just yet. Nobody knew when the elderly Mr. Mason would retire. Mason himself already had set the date half a dozen times, only to change it. But if the opportunity had now come, Jerry was ready for it. He could sandwich in his train experience later. This looked like a great day for him. But . . .

"At four o'clock tomorrow afternoon," Mr. Patton continued, "you will report for duty as second trick operator at Mine Junction."

Jerry's azure eyes popped wide open. Mine Junction was an isolated "OS" job in a boxcar office on a wind-whipped plateau forty miles north of Medford, commonly referred to as the Alcatraz of telegraph men.

"You surely don't mean Mine Junction?" he gasped.

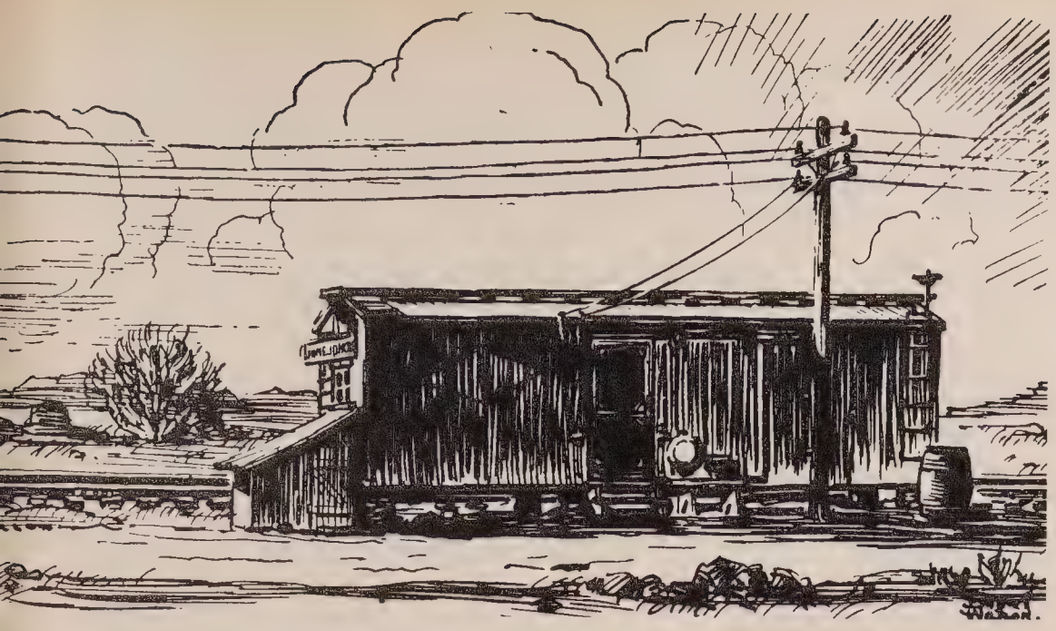
"I mean I've hired you in a new department for the last time," Mr. Patton answered severely. "If you stay on the OB&W Railroad, you stay in the telegraph department. And that means Mine Junction. Some day you might even become a lightning slinger."

"But Mr. Patton —."

He was about to expound his theory that a general manager requires a widely diversified experience, but he hesitated. At the moment it seemed unwise for a fellow who had just been assigned a most ignorminious task to speak of such a goal.

"Good day," said the super.

THERE was nothing boastful or impertinent about Jerry Gaston. To him it seemed as consistent to prepare for the general manager of the road as for other young men to study for careers as doctors, bankers, and bond salesmen. They got their training in schools; Jerry got his in the roar of ma-



Jerry and his boomer pal drove to Mine Jct. in a dowager roadster finding out office was a boxcar body by mainline.

chine shops, in the sweat of gandy dancers, in the exactitude of a ticket office, at the rush of a busy telegraph table.

Now he had met his first serious obstacle. For some mystifying and malicious reason, the Old Man was trying to bury him at Mine Junction. That could mean only that Mr. Patton held his ambition in contempt and would prevent the youth from acquiring his coveted experience. Jerry was humiliated. Obviously, the Oil Belt & Western suffered from a lack of broad-minded officials of human understanding, but Jerry's chance of remedying this situation wavered around the zero mark.

It was a dark hour as he entered his room at the Alhambra boarding-house — a room suitably decorated with photos of engines and trains, and railroad souvenirs of one kind or another. He paced the floor, painfully reviewing the tragic events of the day.

His blue mood was interrupted by a whistling and a slamming of the door as the huge bulk of "Curly" Brewster unceremoniously burst in. Curly was a boomer lightning slinger. Under one flag or another he had pounded brass not only on several divisions of the OB&W but on just about every other pike west of the Blue Ridge Mountains and even as far north as the Algoma Central & Hudson Bay. At one time, a few years before, he had been located in Medford long enough to teach Jerry Gaston the mysteries of dot and dash.

The two men thumped each other affectionately and swapped oppobrious epithets after the manner of long-lost pals.

"I hear," said Curly with a twinkle, "that you are on your way to become general manager?"

"That report," was the gloomy answer "is overly optimistic."

Curly Brewster was a bit seedy, for all his breezy manner, but in the pink of condition and quite contented. He grinned as he broke the news that he'd spent his last two-bit piece that morning.

"Got laid off the Rock Island three weeks ago," he added. "Every 'CD' from hell to breakfast has got a full board. Looks like I'll have to hit you up for a ten-spot or so until I can get my feet under another telegraph table."

Jerry was thoughtfully silent. A speculative light crept into his eyes.

"Old-timer, that's the answer!" he exclaimed. "Boy, oh boy, will I show Mr. Patton now! And he thought I wouldn't go to Mine Junction."

"Break," said Curly. "Drop the red board and write me out a clearance. What's all this about?"

His pal became serious. "Just what would you be willing to do to get a telegraph job?"

"Jerry," said the boomer, "that little question calls for a big answer. Being without a job is hell — just plain hell. Why? Don't ask me. When I've got one, I could beat up a conductor or poke a hard-boiled T.M. in the face, knowing full well they'll fire me for it; and I'll laugh at the super's chief clerk when he hands me my time. But in less than two days I've got a misery in my stomach. I need the clatter of telegraph instruments in my ear. It's part of life itself. What wouldn't I do to get a job?"

Jerry smirked and said "I've got a job for you."

JERRY and his boomer friend drove to Mine Junction in an antiquated roadster, loaded fore and aft with bedding, utilsils, and food supply. The Mine Junction office was a boxcar body perched beside the mainline on a rock-covered plateau. Drearylooking rock-ribbed knolls. Tumbling mesa colored with a patchwork of barron brown and struggling green. Here and there a sparse persimmon grove or a clump of scrub oaks. And not even a farmhouse or cattle.

Through all this the mainline ran as straight as a taut string, with ties set deep in stainless ballast and rails which reflected the blinding glare of the hot prairie sun.

Across the main stem from the office stretched a long passing track, and from it a wye connecting with a coalmine spur. Beyond that lay a series of holding tracks filled with loaded coal cars waiting to be picked up by the mainline freights. No more lonely place could be found on the entire length of the Oil Belt & Western.

A partition separated the boxcar into two rooms, one to serve as living quarters, the other as office. The telegraph table was set with two instruments at the end of the office facing the track. Besides a straightbacked chair for the operator, there were a nail keg for any infrequent guest, a small pigeon-hole case for order blanks, and the required assortment of flags and lanterns and fusees.

As Jerry looked around grumpily, he understood why operators often quit the job after a one-day stay. The previous man had gone two days before. The office was thick with dust whipped up by the speeding trains. Jerry attacked it with a duster brush he found hanging on the back wall.

Curly stood in the doorway and watched with an air of disapproval. "I see," he remarked, "that the new general manager has taken over."

Jerry glared at him. "What do you think of our new quarters?"

"Talk about a vacation with pay," he said with forced enthusiasm. "No brass collars nosing around; no wire chief raising hell. Nothing but leisure and peace and scenery. Damned if I like it!"

"Before this time tomorrow," said Jerry, "I'll have to tie you to the telegraph table to keep you from hopping any rattler that comes through. But forget it! You stay here thirty days or no pay. That's our contract."

He stepped to the four-strap switchboard and pulled the plugs that cut out the wires. Instantly a familiar clatter filled the little office — the strange, metallic, cryptic lingo of the telegraph. Two sounders spoke from separate resonators, each with its own distinc-

tive tone. The note wrought a miracle in that drab little room. No longer was it a mere cramped and colorless shelter from the prairie and and rain. By the magic import of telegraphy it had become part of a railroad; it was a telegraph office.

Joy blazed in Curly's eyes. He jerked the chair to the table and cocked an expert ear at one of the sounders.

"Listen to it!" he said. "That's Ted Broyles sending a consist from the YD office. Why, it's been years since I worked with that bird. But I'd know his jerky fist if I heard it in Haiti."

After nameless hungry weeks of nontelegraphing, Curly Brewster, the boomer op, was back in his own.

THERE was only one trick at Mine Junction, the period from four p.m. to midnight. During those hours the mine turn-around switched the coal cars both at Mine Junction and at Shaddock Spur, five miles further up the main. Then after lining up all the loads on the holding tracks, the engine returned light to Medford.

And now became apparent the reason for Jerry's willingness to bury himself at the Junction. When engine 628 pulled out to the mines that evening. Jerry was riding her deck, and under the direction of the hogger he was feeding coal into the firebox. The youth was taking his first lesson in traincraft, leaving Curly Brewster in charge of the Junction telegraph office.

The realization that he had committed a serious offense by surrendering his duties to another man did not enter Jerry's head. To him a job was a job, a means to an end. It was, he hoped, a step toward his ultimate lofty goal. Curly would get half the pay for handling the work while Jerry was out; and who the hell cared so long as somebody "OS'd" the trains and copied the orders?

The skeptic ones at Medford would have been surprised to see how easily the youth fitted into his new life. There was no sign of discontent, and if he got lonesome he hid it. Each night after the coal switcher had departed and he took his turn at the telegraph table, he'd sit for an hour at a time talking on the wire with young Clyde Lapman, the new operator at High Point. It was Clyde's first job, and such practice was a good way to improve his telegraphy.

"I'll make an artist out of that ham yet," Jerry told the boomer.

Curly was doing enough telegraphing to ward off his restlessness, and he had discovered that the bass and crappie were numerous and greedy in one of the nearby streams. The old-timer asked for nothing better. Even when the mosquitoes made their nightly onslaught and the crickets raised a chorus, he'd only slap and swear without rancor. An inward peace had settled upon Curly which promised to remain as long as the fishing continued good.

One evening he failed to show up until after the switch crew had left the Junction for Shaddock Spur. When he did return, proudly displaying the biggest catch of the season, the tail lights of the caboose were disappearing over a hill northward. Curly apologized with no trace of regret in his tone.

"What do you think this is?" Jerry asked indignantly. "An asylum for boomers? You've beaten me out of half a night's training."

"I regret it, kid. Believe me, I do," said Curly. "Personally, I recommend more fishing and less ambition. But why don't you jump into your Rolls Royce and glide over to Shaddock? You can overtake the crew there and redeem a few hours helping old Skiddy to keep the pot boiling."

"At least, you're capable of originating an idea," said Jerry.

He showed Curly the coal reports to be telegraphed to the relay office and two train orders he'd copied for Number 76, a fast vegetable train. "Old Man Mason wants you to tell him when 76 is showing so he can fix a meet with Number 7."

WHEN Jerry reached Shaddock he found the 628 standing on the passing track, having just pulled into the clear. Conductor Sam Parks, his lantern bobbing in the darkness, was hurrying to the telephone booth where a dummy phone line connected Shaddock Spur with Mine Junction. It was Sam's business to tell the operator at Mine Junction the minute he pulled into the clear at Shaddock.

Number 76 with wide-open exhaust was roaring up the main. Its headlight showed Jerry and his car at the phone booth.

Sam Parks laughed. "By golly, young feller, if persistence does it, you'll be a firstclass trainman before the summer is over. Wish you'd phone your buddy that I'm in the clear. My hearing ain't too good over that phone."

Jerry waited until the caboose of Number 76 had rattled by, the rear brakeman on the platform waving a greeting with his lantern. Then he stepped to the phone. Curly Brewster was yelling into the transmitter and ready to burst with excitement.

"Stop 76!" the boomer shouted.

"Stop hell — his caboose just now passed," Jerry Gaston said calmly.

"Oh, Lord!" Bill's groaned. "I handed him an order to meet Number 7 at Banks, and that kid at High Point failed to give the order to Seven. They'll meet in a cornfield . . ."

Jerry waited to hear no more. He dashed madly out to his car. The next moment he was driving madly in the direction of the vanishing tail lights of Number 76.

Leaving Shaddock, the highway swung from the track at a fifteen-degree angle, but two miles away a curve in the track brought them together again, the highway crossing the track at that point. One thought blazed in Jerry's mind. He must reach that crossing in time to flag Number 76.

Ahead and to his left the open firebox of the 814 threw a glare upon the lazy smoke cloud that reached heavenward like a magic crimson and purple curtain suspended on the wings of night. Jerry reckoned the engine to be three-quarters of a mile ahead. And in his own headlight gleam the country road showed rough and rutted. Could he beat 814 to that crossing? Fiercely his foot drove the accelerator against the floor board. The car swung crazily over the ruts.

Where would the trains meet if he failed? His mind drew a diagram. Not having the order to head in at Banks, Number 7 would come through there at full speed with her usual ten or twelve cars of Texas-bound passengers. The headlight of Number 76 would be obscured by the curve below the Banks passing track switch. There could be death and destruction on that curve.

A chilling realization benumbed the operator. Suppose he did reach the crossing in time and did prevent the wreck, what would Old Man Patton say about his being out here miles from his post of duty?

There was but one answer: the super would learn the whole truth, that Jerry Gaston had been deserting his job every night!

Suddenly, the sacredness of a job struck him with stunning force. Always he had considered a job as a matter of course, merely a rung in the ladder of experience.

Now it involved human lives and property.

FOR ONE agonizing moment his foot on the accelerator quivered with an impulse to release the gas and slam on the brakes. He'd turn back to Mine Junction. Whatever had happened and would happen; it was not his fault. But he shook his head savagely and kicked the floor board in frantic effort to drive

the accelerator lower. He just had to stop that train!

Something white flashed into view up ahead. It was the crossing sign being played upon by the headlight of the 814 as she came out of a cut a hundred yards away. Jerry could not reach the crossing in time. He had lost!

The 814 thundered over the crossing. Under the gleam of his own headlights he saw the parade of refrigerator cars. He heard their roar and the click of their wheels over rail joints as they rushed toward destruction. His mind worked like lightning. Every nerve was taut. He recalled that on the right side of the road as he approached the crossing was a shallow ditch. Perhaps his car would take that ditch!

It did. The jolt bumped the operator's head against his car top. Then down the right of way he raced alongside the speeding train, knowing that at any moment a boulder, a ditch, or a brush clump might wreck him and stop his mad race.

He swung close to the speeding train and slipped out the car door to the running board. While his right hand guided the steering wheel, his left felt for the grab-iron on the nearest freight car, and found it. Then, leaving his auto to the wild freedom of the open spaces, he swung to the side of the freight car.

To go over the top to the engine cab took a few minutes. The hogger brought the train to a stop three miles short of the Banks passing track switch. Then the head brakeman ran ahead to flag Number 7, while the hogger backed 76 to Shaddock. The narrowness with which they had avoided a mainline meet left quivering nerves in the crew of 76 that night.

Next morning, using a truck borrowed from a farmer, and taking Curly along, Jerry found his car overturned in a slough a short distance from the spot where he had deserted it. They pulled it into town for repairs. Then the youth reluctantly made his way to Superintendent Patton's office.

Never before had the fear of being discharged entered his head. Now a heavy sense of doom bore down upon him, and the dull pain of remorse.

As he climbed the steps and entered the hall through which he had passed so many times, there came to his ears an old familiar medley: the chatter of telegraph instruments through the window of the telegraph office, the hum of busy typewriters in the superintendent's general office, and the booming voice of "Boots" Harlow, the special agent, from some place further up the hall.

All these sounds he had heard many, many times before; but always before they had been only routine noise. Now they had a significance. They came from the activities of men and women who were part of the vast organization. They were a vital element of the Oil Belt & Western Railroad.

THE SUPER glanced at Jerry through the upper half of his bifocals. Then he leaned back in his chair and thoughtfully placed his finger tips together in tent-shape formation, a familiar gesture which usually presaged a storm.

"Hr-umph! Quite a run you made last night, Gaston," he remarked. "Clear up north of Shaddock that you overtook 76, wasn't it?"

"Two miles north," the youth replied glumly.

"Quite a run, quite a run! Seven miles from Mine Junction by rail, farther than that by road."

Suspense tore at the unhappy operator. Why didn't Mr. Patton go ahead and ask Jerry what he was doing away up at Shaddock when he should have been on duty at the Junction? Why prolong the agony?

"You have shown much ability," the official continued, "especially the ability to flit from one job to another. Poor business! Never get you any place. But I'll put a stop to that. This time you stay put."

A hot retort formed on Jerry's lips, but he checked it. After all, it was his own fault. If Patton wanted to rub it in, the victim could only take it.

He said mildly, "I expected that."

The Old Man snorted. "I'm not surprised. Just the same, a man who can make the run you just made last night and do it without wrecking himself must have a level head. This railroad needs level heads. You take over Mason's trick tomorrow night."

Jerry's jaw fell. "Mason' trick, sir?"

"Well, what did you expect — the vice presidency?"

"But I didn't — that is, you don't know all about — Jerry stammered.

Mr. Patton shut him off. "Get out! You've got the job you wanted. Now don't waste my time arguing about it. Get out!"

Jerry stumbled out the door into the general office. "Mr. Patton told me to take Mason's trick," he gasped to Bob Martin, the chief clerk.

"Congratulations!" said Martin.

The youth dropped limply into a chair. He was breathing heavily. Conscience was oppressing him.

"See here, Bob, the Old Man just now made two mistakes. He should have canned me, and he threw me out when I tried to set him straight. I want you to go in and tell him."

"Tell him what?"

"That I wasn't on the job at Mine Junction last night. And I haven't been on it half the time. I've been riding the switcher learning the things I went there to learn, and I've had a boomer friend of mine named Curly Brewster handling the job for me."

He'd been talking quickly, but stopped a minute to catch his breath before going on.

"I didn't make that run from Mine Junction. I was up at Shaddock when 76 went by, and my ghost-op at the Junction phoned me what had happened. All I did was hop into my tin Lizzie and catch 76 at the crossing."

Martin showed a strange lack of surprise. "Kid," he asked, "didn't you think it odd that Patton got so hard-boiled a minute ago and chased you out? He did it because he didn't want you to make a confession. He already knows what's been going on at the Junction, has known it for some time."

"Then why didn't he fire me?"

"He did write the chief dispatcher a note to do that very thing, but he tore it up. He said any man who'd put forth the effort to learn a thing that you were making to learn the train service must have good stuff in him. He called you a damned fool, but wished he had more like you on this railroad."

Jerry beamed with joy. "Thanks, Bob. Thanks a million. I gotta tell Curly Brewster," he added proudly. "I'm a lightning slinger now."

AMTRAK PROBLEMS ON THE SP

by Dr. Frederick C. Gamst

BRIGHTLY PAINTED red, white and blue, a Turbo Train rolled into Houston one August day in 1971 and was greeted by a large admiring crowd waiting to see the passenger train of tomorrow. Turbo, designed for level short-haul runs, was on the grand tour, showing Amtrak and Department of Transportation flags over more than half of Amtrak's 20,000 miles of rail lines, including the Southern Pacific's long-distance Sunset and Coast routes.

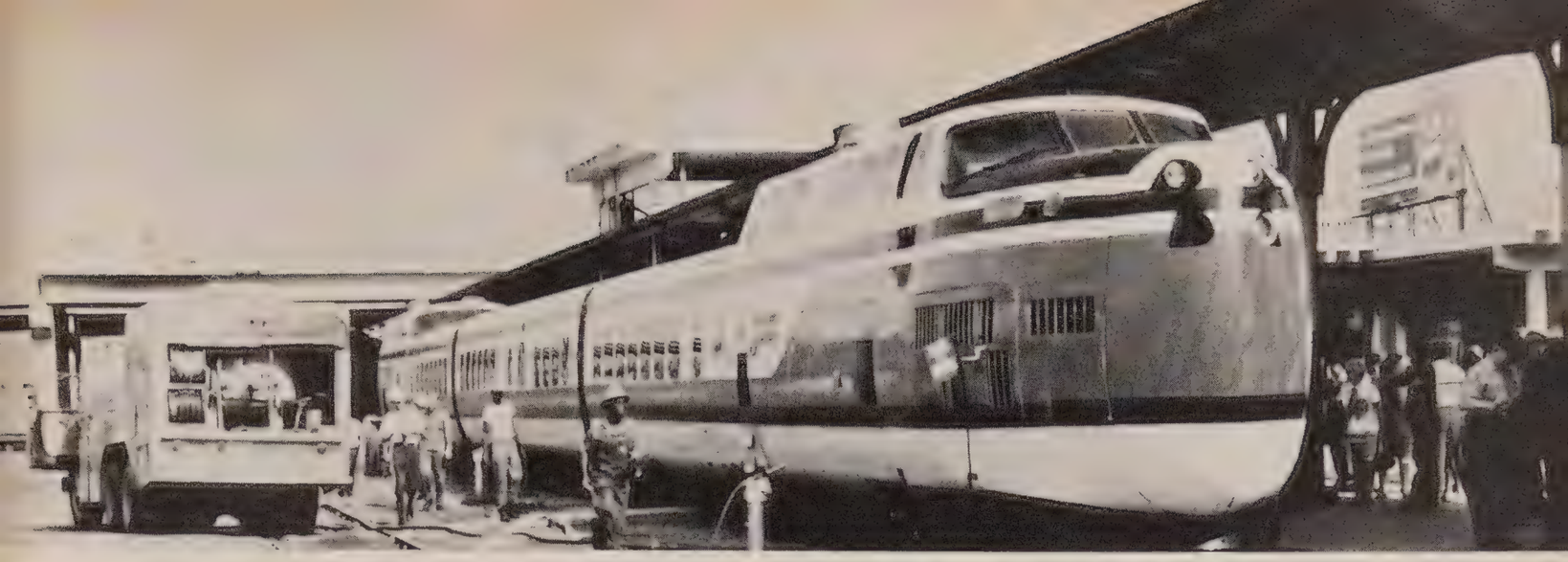
This tour, which was supposed to survey public opinion concerning such "improved" trains, epitomized in many ways Amtrak's performance on the two SP routes — one of underlying difficulties masked by illusion. No meaningful survey of opinion was made for the Turbo with its "airline-type conveniences in seating," which is cramped. On the tour, the train had mechanical difficulties and then a massive failure of motive power.

My wife and I made many trips on what was SP's and is now Amtrak's Sunset Limited and Coast Daylight. I am examining the two routes to focus attention more sharply on Amtrak's progress and problems during its four years of operation.

When the west-bound Sunset derailed one evening in March, 1974, while approaching Houston, its passengers had to be evacuated to a nearby high school serving as a "disaster" center. Then in June a rebellion took place on the Sunset at Tucson: 81 passengers refused to continue riding on three cars with inoperative air-conditioning. Amtrak could neither repair the equipment nor convince the irate people to stay on the train. To solve this novel problem, Amtrak bused the rebels to Los Angeles.

Under SP management prior to Amtrak, the Sunset's standards had degenerated to a low point. SP trains

Decorative but not functional, Amtrak service reps, epitomizing the cosmetic innovations of Amtrak, have recently been taken off the trains, to help cut operating costs.



Amtrak-Department of Transportation TurboTrain being serviced in Houston, Texas, on its grand tour throughout the country, visiting almost 48 states, in 1971.

All photographs by Dr. Frederick C. Gamst, Dept. of Anthropology, Rice University, Houston, Texas 77001

often had dirty interiors and filthy toilets. For a while, two chair-cars were all that the railroad provided to transport passengers on the 2033-mile, 44½-hour run between New Orleans and Los Angeles. Food, such as it was, came from vending machines in an "automatic buffet car," and there was "no checked baggage service."

On its 470-mile, 10-hour run between Los Angeles and San Francisco-Oakland the Daylight had chair-cars and sometimes a first-class parlor car. It checked baggage and provided meal and beverage service of a sort. Its standards were generally a bit better than those on the sunset. Given SP's passenger policy, Amtrak did not have much to build upon, and was in for a rough ride in more ways than one.

The road's president, B. F. Biaggini, said in 1972: "I think Amtrak's function should be to preside over an orderly shrinkage of rail passenger service." Three railroad presidents, who were supposed to be formulating ways and means of making a success of Amtrak as members of its board of directors, shared Biaggini's views. Amtrak is only now getting a consumer director to represent the public interest and to counteract the opinions of the three carrier directors.

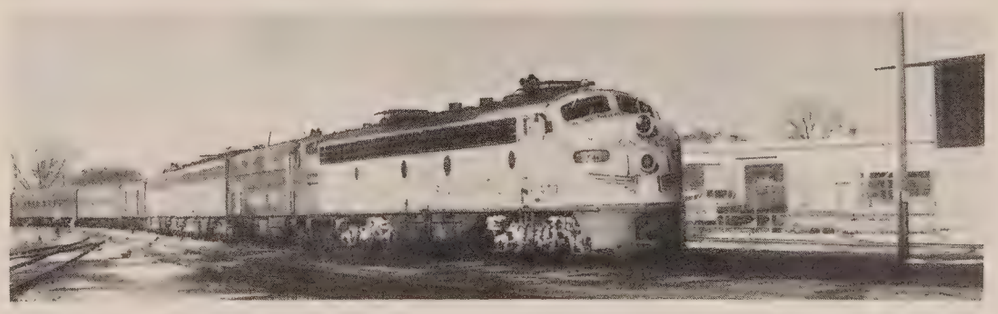
SOUTHERN PACIFIC cooperation with Amtrak on lines connecting to the Sunset route consists of adversary procedures. The big rail system does not allow its San Antonio station, which serves the Sunset, to be used by Amtrak for the Inter-American, which crosses the Sunset route in the Alamo City. SP had to be taken to a national arbitration panel so that Amtrak could exercise its contractual rights with the carrier on rerouting the Texas Chief (Lone Star). The rerouting to Dallas and Fort Worth would be over the shorter SP line from Houston, which has no passenger service to Dallas.

Despite this legal victory, Amtrak lost the war. The SP's contention that bringing its Houston-Dallas line back up to former passenger standards would be too costly convinced Amtrak to haul down its flag. This was a vital test case of Amtrak's de facto ability to expand passenger routes over lines of recalcitrant carriers. Unlimited claims of railroad management regarding costs of restoring a line to passenger standards could prevent introduction of passenger service on still other vital Amtrak corridors between metropolitan centers.

Stephen Ailes, president of the Association of American Railroads, has said in a perfunctory defense that it is "absurd" to contend the carriers "don't want anybody else to be successful in the passenger business." He added, not too convincingly, that the railroads want Amtrak to succeed. But not all of them agree with him. Many, such as SP, do not want even a few — and heaven forbid a fleet! — of Amtrak trains obstructing their freight schedules. Some shrewd observers of the rail passenger scene believe that Amtrak's long-term function is just what Biaggini says it is, despite any disclaimers to the contrary by Amtrak brass collars.

The National Association of Railroad Passengers, a consumer group, has charged that powerful presidential advisors tried to influence early Amtrak legislation in favor of the Southern Pacific. Original Amtrak plans omitted the all-important Coast and Sunset routes (as well as certain other SP routes). Question: is SP helping to pull Amtrak along the way to success or trying to sidetrack it off to oblivion? Also: what is Amtrak doing to help itself, its passengers, and the nation? National interests are so intertwined with Amtrak policy that separation of the two is impossible.

By the mid-1970s, the reality of limits to our non-renewable physical resources has dawned upon us. These resources, indluding the fossil fuels which energize our industrial civilization, have allowed us to attain higher and higher levels of affluence. However, we in the United States, with only 6 percent of the world's population, may no longer be permitted to consume 40 percent of the earth's production of physical resources. Our short era of



Eastbound Amtrak Sunset entering Houston with three Union Pacific E9s and a Southern Pacific FP9 on the head end, June 4, 1972. Burst air hose on baggage car (repaired by engineer with train-order string and a signal flag) and lack of spare air hose on train caused a one-hour delay west of Houston. High humidity following rain didn't help waiting passenger's tempers.

The eastbound Sunset, No. 2, with Amtrak engine 113 out of sight on the head end, is pulled backward into Houston by an SP SW1500 as a westbound movement. The train arrived in Houston seven hours late on July 1, 1973 because of mechanical problems en route and diversion over the Santa Fe around a derailment on Southern Pacific line west of Houston. No. 2668 will soon have cars ready to board.

cheap and seemingly inexhaustable energy is over, and feasible nuclear energy is still in the distant future.

Economies of long-distance and short-haul passenger service are being forced upon us. We must decide regarding transportation: what can we afford in terms of allocating limited energy and accepting pollution of air, water, and land? We must realize that, for example, what is good for Southern Pacific is not necessarily good for the nation.

MANY train trips begin with making reservations. But it is almost impossible to reach some stations by telephone. During the first three years after Amtrak took over the Coast and Sunset passenger routes on May 1, 1971, it was very difficult to get a phone call through to its Houston SP station. This refers to a depot open daily to handle one train in each direction on a three times per week schedule! The Sunset is often late, but it is frustrating to attempt to learn by telephone when it will arrive. Amtrak could remedy this situation by (1) having a special telephone line to transmit tape-recorded train times or (2) a telephone call "stacking" device which takes incoming calls and, by means of a recording, tell the caller he is being held in his turn for connection to a reservation clerk.

Passengers say it takes months to get refunds for tickets. Some ticket agents still advise their customers to pay with currency and not by check or credit card. In this way, incorrect or voluntarily changed ticketed reservations can be credited promptly to a new reservation. Otherwise, the customer may be charged again for the changed ticket and must endure the long wait for a refund on the original fare.

The reservation system for some trains is partially computerized (but far from "airline style") and is still manual for others. One day, arriving in Los Angeles a few days before I had to go to San Francisco for an important meeting, I called Amtrak at Union Depot and learned that the Daylight was sold out. However, owing to misinformation previously given me, a supervisor assigned me to an "emergency seat." Apparently such seats are available to wronged patrons who carry their protest concerning poor service past the ticket clerks in the front ranks.

AMTRAK-SP station operations leave something to be desired, while train operations often leave almost everything to be desired. On-train personnel and rolling stock are covered with bright new colors, but real changes are slow in coming.

The Southern Pacific is not above delaying "varnish" while its manifest freights and drags roll by. This goes on despite a 1973 law giving Amtrak trains priority over freight. I doubt if the SP informs Amtrak of all such delays. (Would the dispatcher who is responsible "turn himself in"?) The Sunset especially is often late, sometimes very late, in part because of equipment failure, insufficient operable motive power, slow orders on track not up to standards or under repair, waits for freight trains, and even delays by derailments. In two of my dealings with the Sunset, it had to be diverted around Houston far to the south because of freight wrecks on the mainline just west of Houston.

Although running out of ice and certain foods is common, food quality and service on Amtrak is quite good, reasonably priced, and far superior to that once provided by the SP. One time on Amtrak's northbound Daylight the waiter said there'd be no coffee with dinner because they had just "run out of water" in the galley. I asked how often this happened.

"All the time," he said.

However, he would not report the incident to the steward or to the conductor, who claimed he'd never heard of such a situation. What was happening to the coffee I can only guess, but lack of water, available en route, was not the problem. The Sunset out of and into New Orleans frequently has inattentive chair-car attendants, who may be invisible until its time for them to go off their short tours of duty.

AMTRAK'S program of refurbishing its largely vintage passenger rolling stock is making progress. However, it was late in getting around to ordering new cars. In the past it turned down extra Federal funding which could have been used for new cars that were

desperately needed. All filthy and rotting carpeting and seat coverings of SP sleeping cars have been replaced. Rich and handsome new blue-and-red interiors of most chair-cars and diners delight the eye, even though the cars themselves still have mechanical failures, especially of air-conditioning. Trouble-shooters riding the trains cannot always correct major malfunctions en route, although one sleeping-car porter fixed what a skilled repairman could not.

At times, as on August 1, 1972, in Los Angeles, the Sunset's equipment is not precooled before departure. On this trip, in which the units came from SP shops only three minutes before scheduled departure time, the sealed cars had built up oven-hot temperatures during their long layover in Los Angeles' summer heat. Interior metal walls were hot to the touch. More than an hour had passed before the cars were endurable. Thus both poor operational supervision and antiquated equipment contribute to hot cars in summer — and, to a lesser extent, cold ones in winter.

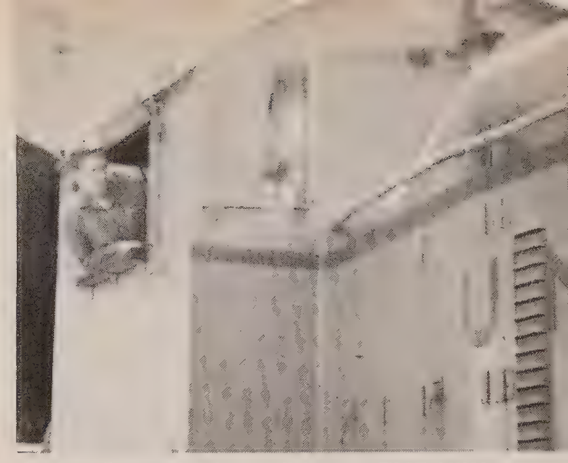
Part of Amtrak's equipment problem is rebuilding passenger cars and locomotives built 20 or more years ago. How many of us would invest money in rebuilding a 1949 Chevrolet as the family auto? Most of the diesel-electric motive power and the streamlined cars in use today represent little change from the rail passenger technology of 1937-'39.

Amtrak-SP trains over the lengthy Coast and Sunset routes have no dome cars for viewing the scenery. The big rail system will not run "foreign" dome cars over its lines. Amtrak does not want to buy Southern Pacific domes for the two routes and appears powerless to get SP to use Amtrak domes. Incidentally, over 20 superb Union Pacific dome cars gathered dust in Los Angeles for years until they were sold to non-Amtrak interests. Amtrak has missed an opportunity here.

HAULING tourists' automobiles at a price and in a manner comparable to the non-Amtrak Auto-Train of the East must be provided on the Coast and Sunset routes. SP says it will not haul motor vehicles in auto-carrying cars on Amtrak trains, saying this traffic should be part of its own freight business. In 1973, the SP freight rate for a personal auto from Houston to Los Angeles was $255, far above the Auto-Train rate. Obviously, Amtrak can take away little of SP's auto-hauling business, since not many automobiles of train travelers are hauled at existing freight rates.

As for dome cars and the auto cartage for passengers, Amtrak must use additional legal and political muscle against SP. To date, it has expended more energy in attacking successful Auto-Train's plan for expansion than in combating the rail management hindering its own plans for improvements.

In its handling of passenger service, Amtrak should have greater autonomy from the Department of Transportation, which wants Amtrak to be profit-making in its competition with directly and indirectly subsidized air and bus lines. Whereever practicable, Amtrak should maintain, repair, and rebuild its own equipment and not rely on the railroads, thus improving somewhat the availability and reliability of equipment.



Author Gamst is shown firing up EMD NW2 at Los Angeles, Aug. '61, while with the Union Pacific RR. in engine service.

Finally, Amtrak officers should ride their own trains instead of flying when they travel on company business. In this way, they would not save large amounts of Amtrak's limited funds but also be subjected to the service they provide.

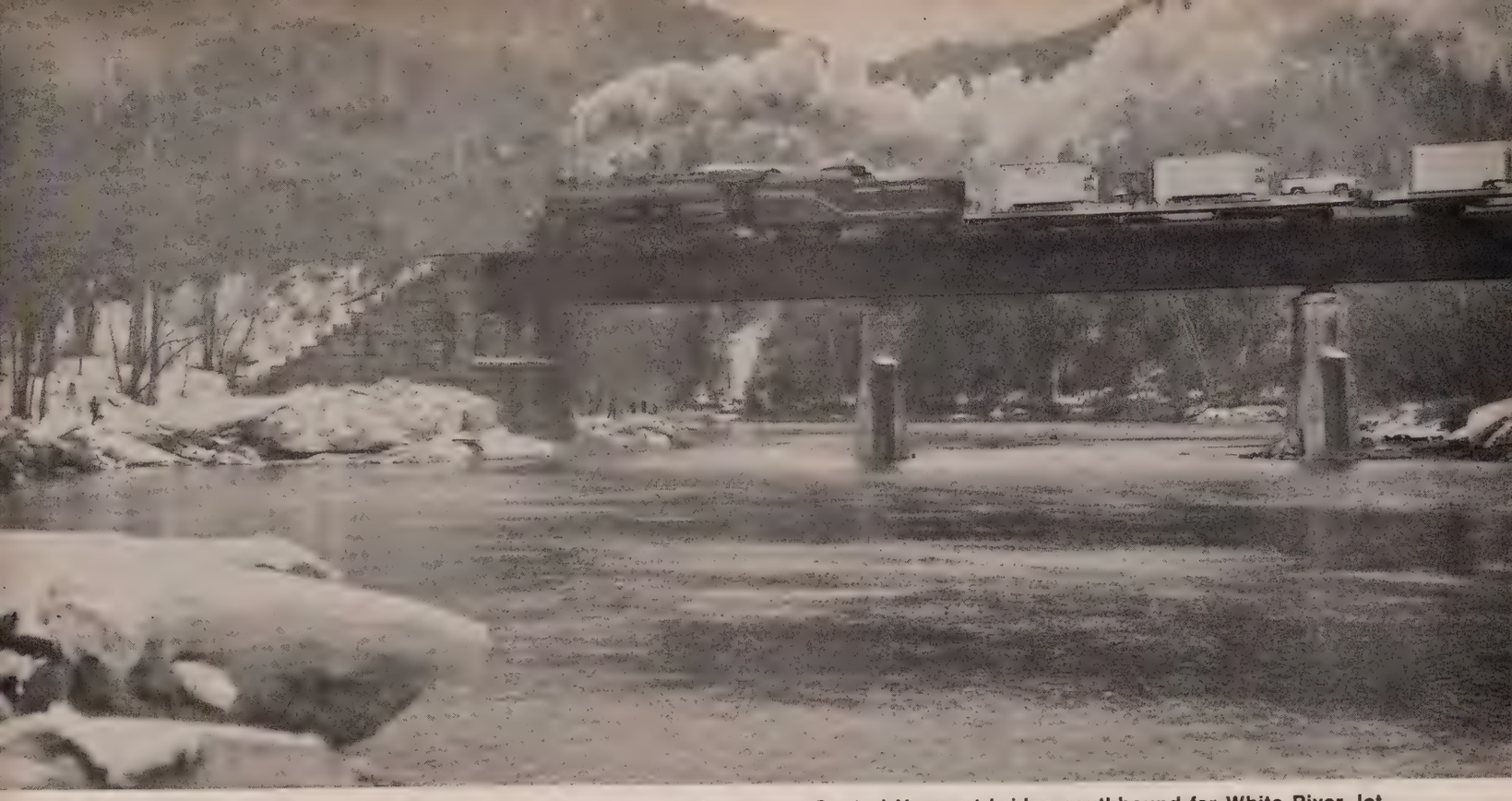
Since this article was written, Amtrak has acquired a consumer director, and the reservation system is fully computerized but not yet free of problems. Passenger service representatives, the cosmetic appeal, have been removed from the trains (and from the hair of conductors). With the help of the new SDP40F's and the ICC method of determination the lateness of a train, the Sunset is now more than 70 percent on-time, although the Coast Daylight/Star Daylight does not do so well.

Owing to an excessive number of slow orders on the Sunset's route in east Texas and Louisiana, the train cannot maintain its schedule if all orders are observed. Thus, SP and Amtrak might well agree to a mutually face-saving padding of the schedule in that territory.

Dejected passengers wait at SP's Houston depot for eastbound Sunset hours late on July 1, '73. Train finally came in on opposite track.

FREEDOM TRAIN IS HEADING WESTWARD

(Top) Massive No. 1, ex-Reading 2101, heading up the 25-car American Freedom Train, cuts ribbon symbolically starting it on 21-month Bicentennial journey, leaving Alexandria, Va., on its way to the first of 80 stops. Watching is Jon A. Foust (dark overcoat), president of the private, non-profit AFT Foundation, Inc. (Bottom) Part of opening day crowd April 1, 1975 at Delaware Park, Del., witnesses the national dedication ceremony of the train. A highlight of the ceremony saw the nation's governors wishing a successful journey to Gov. Sherman Tribbitt of Delaware. Over 50,000 people were on hand to greet the train under sunny skies for big event.



After touring northern Vermont, 25-car red, white and blue train crosses Central Vermont bridge southbound for White River Jct.

Photos by Charles Havelka, distributed by John Krause, P.O. Box 291, East Rockaway, N.Y. 11518

Boston & Maine diesel with patriotic colors, and Minuteman symbol on head end, doubleheads with 2101 out of Greenfield, Mass.

The big 4-8-4 prepares to leave Alexandria, Va., for north.

With snow flurries in the air and deep snow on the ground, the AFT rolls on toward Andover, N.H. After being in East for over month, it will be at following places after mid-May — 22, Columbus; June 4, Cincinnati; June 14, Archbold; June 17, South Bend; June 21, Ft. Wayne; June 26, Detroit; Grand Rapids, July 11; Kalamazoo, July 14; Peoria, July 19; Springfield, July 23; Chicago, July 29; Madison, Aug. 20; Minneapolis, Aug. 27; Fargo, Sept. 4; Sioux Falls, Sept. 9; Des Moines, Sept. 13; Omaha, Sept. 17; Denver, Sept. 23; Casper, Sept. 30; Billings, Oct. 3; Salt Lake City, Oct. 8; Boise, Oct. 15; Spokane, Oct. 20; Seattle, Oct. 24; Portland, Nov. 25; Fresno, Dec. 9, and due to arrive in the Los Angeles area, Dec. 16.

Ex-Reading 2101 is east of White River Jct., Vt., heading southeast over Boston & Maine rail for more crowds at Manchester, N.H.

IN SEARCH OF STEAM

Mike Eagleson

BY THE time you read this the Bicentennial Freedom Train should be out of the East heading for mid-America. Ex-Reading 2101 was no April Fool's joke at the grand inaugural of the two-year, 17,000-mile trip at Wilmington, Del., April 1. Big crowds turned out to see the 4-8-4 T-1 with its train of 700 historic artifacts ranging from George Washington's copy of the Constitution to a boxing robe owned by former heavyweight boxing champ, Joe Frazier. Leaving Wilmington it headed north to Albany, N.Y., before traveling through northern New England and then west to Chicago, Denver, Salt Lake City, Seattle, with many stops in between, with an arrival in Los Angeles due on December 16.

In case you wondered the 2101 was built as a coal-fired loco by the Reading's shops in Reading, Pa., in Sept. 1945. Compared to the Espee's 4449 with 80" drivers the T-1's are 10 inches less. The 4449 weighs in at 475,000 lbs. without tender while 2101 is 441,300 lbs, less tender. As to Texas & Pacific 2-10-4 No. 610, which may be pulling the Freedom Train next year, she is Lima-built in 1927. In 1951 the 610 was donated to the Fort Worth Southwestern Exposition, and has been on display at the Will Rogers Memorial Coliseum. The I-1AR burns oil, has 63" drivers, and weighs 448,000 lbs. sans tender.

WITH RAILFANS deep in plans for riding behind steam in 1975, somber news about the Cumbres & Toltec Scenic comes from the Rocky Mountain Railroad Club and Narrow-Gauge Railroad Assn. It seems a conflict has arisen between the railway owners, and the states of Colorado and New Mexico jeopardizing operations this year. NGRA reports in their newsletter Telltale that New Mexico feels Scenic Railways, Inc., should upgrade and repair the line for safer operation in accordance with the findings of a private engineering study completed recently. The contract with Scenic Railways requires the operator to repair and maintain the line at a "safe" level. The railway feels that this has been done and does not want to spend any money in this regard, suggesting that New Mexico and Colorado "repair" the line and turn it over to them to maintain at a higher level. If both states finance repairs, obtaining approval for the expenditure will take railfans well past the 1975 trip planning stage. It could take up to several months for such monies to be okayed. Then materials will have to be obtained for the actual work before operations can begin. As this column is being written both Scenic Railways and local area businessmen are busily exploring ways of solving this dilemma. Whether or not C&TS operates this year depends on how quick a solution can be found.

WORD FROM the Union Pacific is that the 31-year-old 8444 is going to be fixed as fast as the road can repair it following the break down on a photo run-by at Harriman, Wyo., Feb. 15 during a Denver-Laramie fan trip sponsored by Intermountain Chapter-NRHS. The loco backed the 8-car train to Cheyenne where railroad machinists determined that the packing on the right cylinder had failed and destroyed the valve cage. Frank A. Acord, UP's chief mechanical officer, said the 4-8-4 will be repaired with new valve cages, rings and spools and cylinder packing. In addition, there will be complete overhaul of pistons, main and side rods, valve motion and crossheads. The boiler was completely overhauled three years ago. The road could not give a completion date for repairs and renovation, but when it does you can mortgage the old homestead on the fact that this Rocky Mountain railfan institution will be booked for some future good trips.

NEW HAMPSHIRE'S Wolfboro R.R. will have a novel program going for it this summer. R.C. Libby, general superintendent of the line, reports that a monthly photo competition will begin with the resumption of daily service in June with its steam loco and old coach. The competition will involve pix of the road and its equipment, color slides, and color prints. One-of-a-kind prizes will be awarded on an annual basis with monthly awards made in each category.

IF YOU are planning to take in the 150th anniversary of the old Stockton & Darlington in England this year you might think of a trip to Scotland and see steam on the Strathspey Ry. based at Aviemore in the heart of the Scottish Highlands. Here one of the line's small 0-4-0Ts works quite frequently and at Boat of Garten. They expect larger locos sometime during this year and passengers may again be traveling next year if a target of 30,000 pounds required to finish the job is realized.

BLACK RIVER & WESTERN celebrated their 10th anniversary of service in central New Jersey last month with ex-Great Western No. 60 doing the honors pulling the first steam-powered excursion trains in 50 years for the general public over the old right-of-way roundtrip from Flemington to Lambertville, N.J. The 12-mile rail route has been in continuous use since 1854.

L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603 wants info on NdeM 650 4-4-0 built by Baldwin in 1889 and used in John Wayne's 1970 movie, The Train Robbers. He wants to know whether the 650 was originally Mexican, or was it sold from some U.S. road.

WE REPORTED last month that ex-Roberval & Saguenay 2-8-0 No. 17 was in the Central Vermont's roundhouse in New London, Conn. By this time she should be on the property of her new owner, the Crab Orchard & Egyptian R.R., Marion, Ill. After being in the old Fourth St. enginehouse since June, 1973, she was towed out of the CV yards by a Penn Central loco in early April. The latest I have is that CO&E plans to fix her up for future service.

AN EX-CANADIAN PACIFIC G5D 4-6-2 will be running on the Alleghany Central Hot Springs Scenic Ry. over C&O's Hot Springs branch weekends this summer. For the benefit of you railfans who have never been in this scenic area it is located a little over 4 miles north of Covington, Va. Trains will leave Intervale station weekends and holidays taking about 1½ hours to steam along this 15-mile route roundtrip. Equipment will be flatcars, gondolas, two ex-RF&P coaches, and a hack. At Intervale depot is the famous Blackhawk private car 82, built in 1902. For added info write Alleghany Central Ry., Box 141, Chifton Forge, Va. 24422.

New Steam Items

THE LAST STEAM LOCOMOTIVES OF EASTERN EUROPE, by Ransome-Wallis, 128 pages, 8½x11" hard cover, 200 photos, rosters; Ian Allan, Terminal House, Shepperton, Middlesex, TW17 8AS, England (no price listed).

This is a pictorial review of the last steam locos working behind the Iron Curtain. With their progress towards complete modernization of their railways lagging far behind that of western Europe, the Eastern Countries have relied much longer on steam to handle a very large portion of their traffic. Covered are the steam engines of Bulgaria, East Germany, Czechoslovakia, Hungary, Yugoslavia, Poland and Rumania. Brief histories, dimensions, and pictures of each class are given making this work more than just a "picture book of engines." Smoky action shots and formal loco portraits fill each chapter. This book will appeal to the international steam fan.

SWINDON STEAM, Kenneth Cook, 176 pages, 5½x8½", hard cover, 98 pix plus charts and drawings. Ian Allen, 2½ pounds.

England's Great Western Railway was a forerunner in imaginative steam design and development. K. J. Cook spent more than thirty years at Swindon Works. He elaborates on building and maintaining some 4,000 steam locos in arduous and exacting reporting, together with human ancedotes. High moments in steam design as well as embarrassing engine failures are well documented in this "inside story" of building steam from the mechanical engineer's point of view.

Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815

No. 2 Mogul Lilly Belle is one of the five 3 ft. gage engines Disneyworld imported from the Yucatan. All are oil burners and they retain their cross head water feed pumps.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Texas Mexican Ry. train approaching electronic coupled-in-motion scale enroute from Laredo, Texas, freight yard to Mexico. Electronic system controls are housed in building at right; data is automatically transmitted to the yard office about one-quarter mile away.

TRAGEDY. On March 10th a tank trailer truck, loaded with 150 barrels of crude oil, stood on a rural crossing six miles south of Brookhaven, Miss., in the path of an oncoming piggyback train. The leading locomotive, Illinois Central Gulf's new "Centennial," GP-38, No. 1776, named "The American Eagle," on its first southbound run, smashed into the truck, setting it afire. Flames and black smoke filled the air. The engineer, Thomas F. Dickinson, age 57, died in the crash. Head brakeman William E. Reeves was critically burned. The 1776, previously numbered 9510, was damaged so badly that it may not be repaired. If it isn't, will the ICG replace it with a similar Bicentennial? Three other diesel units were badly damaged. Truck driver Lonnie Case escaped unhurt. One of the relatively few people who were lucky enough to photograph the 1776, Bill Wylde, R.R. 2, Box 433B, Murphysboro, Ill. 62966, now has a collector's item.

SANTA FE has outshopped its version of the Centennial scheme, big SD-45-2 No. 5700, in a broad-striped scheme somewhat like Seaboard Coast Line 1776, with a huge circular "great seal" plaque affixed to the handrails just behind the cab. San Bernardino Shops finished it on February 20th, with four more units due the same treatment. J. Thomas Campbell, 295 E. 34th Street, San Bernardino, Calif. 92404, took her picture the night before the company photographer got to her. He since has noticed the unit on the road, once at Barstow, where she was being handwashed! Santa Fe always did pride itself on looks.

Michael A. Beene, 2804 Calle de Sonoro, Santa Fe, N.M. 87501, who is a clerk on that system at Albuquerque, says that all FP-45's and F-45's on the ATSF have been stored due to "fuel consumption and other economic reasons." Evidently this is in direct relation to the slack business situation. He also says only one FP-45 still carries a steam generator, but doesn't know which one. Also, as of February 26th, 49 of the Santa Fe's SD-24's had been converted to their new SD-26's.

MISS CHRISTINE GONZALEZ, the beautiful young Santa Fe hogger pictured in our May issue, is responsible for a paragraph in the new Rule 10 of the ATSF rulebook which says: "Finger rings, necklaces, and other jewelry must not be worn when work is being performed in which the wearing of such objects presents a hazard."

The "other jewelry," she explains, means the dangling earrings she likes to wear while not on duty. Christine admits to a feeling of power at the controls of a locomotive. One time her engine was blocking a crossing. Auto horns and shouts impatiently protested the delay.

"I leaned out the window and smiled," she says archly. "Besides, my engine was bigger than anything they were in."

No doubt about it, this gal gets quite a kick out of her job. She's one of the very few female dues-paying members of the Brotherhood of Locomotive Engineers.

VINTAGE diesels can still be found working on the Milwaukee Road and C&NW, reports Gerald A. Edgar, 2619 Muscatine Ave., Iowa City, Iowa 52240. He sent slides of both roads, Alco RSC's and RSD's and has seen both MILW and C&NW FM H-12-44's in his area. Two MILW RSC's are assigned between LaCrosse and Tomah, Wisc. The last two (non-rebuilt) RSC-2's (MILW 594 and 596) are working out of LaCrosse. Rebuilt MILW RSC-2's are called RSC-2m or RSC-25's. The Northwestern's RSD-5's work between Rapid City and Huron, S.D. Cedar Rapids, Iowa, and Dubuque are good spots for MILW FM power, both H-16-44 and H-12-44. Mason City in Iowa boasts an ex-CGW Alco S-3 (1094) and a C&NW RS-1 (1026).

WE HEAR that Amtrak's new E-60 electric No. 951 was derailed at Elkton, Md., blocking the entire Penn Central main at that point. The unit was last seen in PC's Wilmington Shops. No estimate of damage is available. EMD's new straight electric, model GM6C No. 1975, was due out in March for testing. She's a 6000 hp. C-C, riding on same frame and trucks as a SD-45-2 diesel. Due in 1976 is model GM-10-B, No. 1976, which has 10,000 hp. on a B-B-B wheel arrangement.

These are to be tested on PC. That Corridor will be something to see as these rookies try to take over the jobs of the GG-1's. No question as to who is winning Round One, what with the embarrassment of the 951. I've heard unofficial rumors that the Metroliners are "more trouble than they're worth," and it's no secret that the 40-year old GG-1 design is champ in the reliability department. I realize that we have to "move up." Why not build a new fleet of GG-1's?

THE "MID-WINTER" power shakeup has brought some new units to the Cincinnati scene, in service and just passing through.

Certain-Bramson collection

EMC 518, the 900-hp pre-NC, in a builder's photo at the Bethlehem Steel plant, Wilmington, Del. After long service, locomotive was finally scrapped at Kinder, La., in early 1970s.

Louisville & Nashville's five new SD-38-2's were here about a month, then they were gone. Now three of them (4501 — 4503) seem to have found a home in DeCoursey, Ky., working the hump and yard. What became of the 4500 and 4504? L&N also pulled a Precision National GP-9 (No. 980 through here, with stacks covered. She's a former Detroit, Toledo & Ironton unit, rebuilt with chop nose and big ox-yoke air intake, also four stacks. Destination unknown.

Baltimore & Ohio's Ivorydale Transfer contained a very interesting unit in mid-March. She was Harrison power station No. 1, a completely rebuilt Alco RS-36 (ex-Southern Pacific). Coupled to her was the 1-B, a traction slug which might have been a Rock Island or Boston & Maine RS-3, now cut down to body weight and trucks. Morrison-Knudsen of Boise, Idaho, did the rebuilding. She is orange, with black lettering. No idea where she was heading or where Harrison power station is.

B&O's northbound 86 just recently carried Monongahela Connecting No. 431, a new EMD SW-1001, bound for this Pittsburgh steel road. I assume she was turned over to the Erie at Dayton, or stayed on B&O across northern Ohio to Pittsburgh. On March 20th, B&O's "Southwesterner" out of Lima, Ohio, had four new GE U-36C's for FCP (Pacifico) of Mexico, in the 400-series. These went through Cincinnati overnight and were routed to St. Louis, where I suppose B&O will turn them over to Missouri Pacific for Mexican delivery. Charlie Laird, Erie Lackawanna tower operator at Sterling, Ohio, reported four more passed his outpost on March 24th, heading west on EL. The B&O also had a Precision GP-7, No. 1503, in town one day.

A DERAILMENT on the plant railroad of Cincinnati Milacron (formerly Cincinnati Milling Machine Co.) sent their unmarked green GE 45-tonner to the GE Appratus Repair Shop in Cleveland for traction motor work. She's being spelled by a likewise unmarked yellow GE 45-tonner, rented from an equipment dealer, possibly ex-U.S. Government. Milacron's understandable tight security precludes photos of their units, unless you can catch one switching on the B&O or PC interchange.

GENERAL ELECTRIC itself has finally introduced a new line of switchers, which are B-B centercabs in the old 44-tonner tradition. They are built around a Cummins prime-mover, and the weights available are 65, 85, 110, 115, and 144 tons. I expect most of them to find use in industry, as common-carrier railroads seem to be drawing on older Geeps for switch power, instead of buying new.

Photograph by Jim Edmonston

Patapsco & Black River 108. An EMC pre-SC 600-hp ex-DL&W 425; she's EMC's first switcher, shown in 1954 at Sparrows Pt., Md. Bethlehem Steel had added stack extensions and built-up sandboxes behind cab and on hood front.

Rock Island's first loco using the line's new blue and white color scheme shown on April 11, 1975, at the shops at Silvis, Ill. Engine is owned by Precision National Corp. of Mt. Vernon, Ill., and leased back to RI. She is rebuilt GP 7 having had old RI number 1260.

David P. Weiler, Box 95, Geneseo, Ill. 61254

PENN CENTRAL has been doing trackwork in the Sharonville area. Also, PC power here is getting more interesting with the spotty return of F-7's, FP-7's, and Alco units. I have seen RS-27, C-425, C-628, C-630, and even big C-636 No. 6338 in Cincinnati recently. Also, Southern Pacific units have been spotted at three Cincinnati yards: PC, B&O, and now N&W. One at N&W's Clare facility was new SD-45T-2 No. 9358, with an air-conditioned cab.

ACCORDING to John C. Benyo, 103 Second St., Derry, Pa. 15627, Penn Central has been using Alco C-425's as helpers on his side of the Big Hill up to Gallitzin, Pa. He mentions one coal drag in January which had five of them whistling and smoking on the rear end. Strangers to his part of the mountains were four U.S. Army GE 65-ton centercabs which went west in poor shape, one being 7882.

I'm guessing they headed for George Silcott's place in Columbus, Ohio. One unit which did wind up there was Bangor & Aroostook's Alco S-2 No. 20, which passed Derry in a PC westbound on February 26th. Also interesting was big Penn Central RSD-15 No. 6811, in fresh paint, looking good, which went west in November. From PC information I have, while dated, shows all these in yard service in Upstate New York and New England. Anybody got info on the 6811?

John Benyo is confused on the new Amtrak Turbotrains (French RTG's) crossing the mountains on PC from New York to Chicago. They are, of course, slated for service out of Chicago. The Penn Central merely ferried them overland. Fans in John's area which saw them pass must have mistaken them for the same train and think PC is testing them in the area. No such luck. At this date, there are still two to be forwarded, John probably saw those two before you read this item.

THE FREEDOM TRAIN, as of March 25th, was assembled in Alexandria, Va., waiting for ex-Reading 4-8-4 2101, which was running tests on the Western Maryland out of Baltimore. She was due to start touring at Wilmington, Del., on April first. Storm Clouds rose at Indianapolis over admission fees to the Freedom Train and now,according to local papers, the city will not accept the train.

BELTRAMI ENTERPRISES, a coal operator of Luzerne County, Pa., is reported to have been offered a U.S. Army loco for lease in a hard-coal venture. As usual, since the offer was made at a press conference before TV cameras, it aroused a bit of public concern on the assumption that Beltrami would make a profit at taxpayers' expense. So Mr. Beltrami turned down the offer and planned to lease an engine from the Lehigh Valley, which continues to switch the Ashley breaker.

Sherman G. Shook, representing the public relations committee for Railways to Yesterday, Inc., 160 Andover St., Wilkes-Barre, Pa., sent us some facts about mining anthracite which cast light on the situation: Anthracite (hard coal) has been mined for 100 years by hand. It does not lend itself to mechanized mining procedures. Beltrami Enterprises obtains most of its coal by surface ("strip") mining.

An attempt at mechanized mining in the hard-coal fields was undertaken by the Blue Coal Corp. about ten years ago. This took place in the same mines that used the famous "Wanamie" narrow-gage steam locomotives (several of which are displayed at the New Jersey Museum of Transportation). Expensive German equipment was tried but was buried by a cave-in. Concerted efforts to salvage the machinery were unsuccessful, and it still lies under ground in Luzerne County.

The Ashley breaker, although modern, needs repairs and has been closed since March. Coal is being processed in smaller breakers, so evidently Beltrami Enterprises has no need of a rail line to the Ashley breaker.

A by-product of hard-coal mining is a mixture of coal dust, rock, slate, etc., called culm. This was piled in huge dumps as waste. Then power plants wanted the culm. In World War II, some truckers even sold culm as fuel to unsuspecting householders, who found it almost impossible to burn. As we have seen, railroads in the anthracite regions operated steam locomotives with wide Wootten fireboxes, because they were to burn culm and needed a large heating surface. True anthracite coal, though, is one of the hottest, cleanest fuels known. Sher-

On its first night out of the painting bay, Santa Fe's No. 5700, the line's first Bicentennial paint scheme as applied to a SD-45-2, spends night at San Bernardino, Calif., roundhouse on Feb. 2, '75, awaiting day ahead of publicity pix. Four more locos are due to get scheme.

J. Thomas Campbell, 295 E. 34th St., San Berdardino, Calif. 92404

Short Line Locomotive Rosters

Compiled by Sy Reich

Birmingham Southern Railroad

10	10-11	1000	GM-EMD	SW1000	B-B	61,440	249,360	1967	1,2
10	12-13	1000	GM-EMD	SW1000	B-B	61,130	248,350	1969	2
10	14	1000	GM-EMD	SW1000	B-B	60,601	246,210	1969	1
10	15	1000	GM-EMD	SW1000	B-B	?	?	1971	1
10	16-17	1000	GM-EMD	SW1000	B-B	?	?	1971	1
10	18-19	1000	GM-EMD	SW1001	B-B	?	?	1973	2
20	21-24	1000	GM-EMD	NW2	B-B	62,500	252,220	1948	3
70	71-75	900	GM-EMC	NC1	B-B	?	?	1937	4
80	81-83, 84 (1st), 85	900	Alco	HH 900	B-B	69,000	230,000	1937	5
80	84 (2nd)	900	Alco	HH 900	B-B	69,000	230,000	1938	6
80	86	900	Alco	HH 900	B-B	69,000	230,000	1937	7
80	87-88	900	Alco	HH 900	B-B	69,000	230,000	1938	8
80	89	900	Alco	HH 900	B-B	69,000	230,000	1940	9
90	91-95	900	GM-EMC	NC1	B-B	60,470	245,030	1937	2,4
100	100-101	660	Alco-GE	S1	B-B	58,800	198,000	1941	10
150	150	1500	Alco-GE	RS-2	B-B	62,375	249,500	1949	11,14
150	151	1500	Alco-GE	RS-2	B-B	62,230	248,900	1950	2,11
150	152	1600	Alco-GE	RS-3	B-B	61,680	246,700	1951	2,15
150	152	1600	Alco-GE	RS-3	B-B	61,680	246,700	1951	15
150	153	1600	Alco-GE	RS-3	B-B	61,950	247,800	1952	12
150	154	1600	Alco Pr.	RS-3	B-B	61,167	244,670	1955	2,13
160	160	1600	Alco-GE	RSD-5	C-C	90,050	360,200	1953	16
200	200-201	1200	GM-EMD	SW1200	B-B	60,790	246,760	1957	
?	210	1000	GM-EMD	SW1000	B-B	61,440	249,360	1967	2
?	212-213	1000	GM-EMD	SW1000	B-B	61,130	248,350	1969	2
?	218-219	1000	GM-EMD	SW1001	B-B	?	?	1973	2
?	220-224	1000	GM-EMD	SW1001	B-B	?	?	1974	
?	225	1000	GM-EMD	SW1001	B-B	?	?	?	
?	243	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	17
?	251	1500	Alco-GE	RS-2	B-B	62,230	248,900	1950	2
?	254	1600	Alco Pr.	RS-3	B-B	61,167	244,670	1955	2
?	291-295	900	GM-EMC	NC1	B-B	60,470	245,030	1937	2

]

Effective date: March, 1975. Sources of information: BS, American Cast Iron Pipe. CHV, FE, Erman Corp., MT&W, Pullman-Standard, CRI&P, Precision National, Birmingham Rail & Locomotive, Arkansas Cement, TRASD, Vulcan Materials, Southern Stone.

Units on present roster: 200-201, 210, 212-213, 218-225, 243, 251, 254, 291-295.

(1) 11, 14-17 wrecked and sold to Precision National and scrapped.

(2) 10 renumbered 210: 12-13 renumbered 212-213; 18-19 renumbered 218-219; 151 renumbered 251; 154 renumbered 254; 91-95 renumbered 291-295.

(3) BS 21-24 were originally Lake Terminal 1009, 1010, 1012-1013; then BS 21-24 (1962). BS 21, 24 sold to American Cast Iron Pipe, renumbered 102, 104 (2/69). ACIP 104 was scrapped. BS 22-23 sold to Birmingham Rail & Locomotive (11/67), renumbered 22-23. BR&L 22 sold to Arkansas Cement, and renumbered 514 (11/67). BR&L 23 sold to George R. Silcott, renumbered 23; then sold to the Marinette, Tomahawk and Western, renumbered 23 (1/68).

(4) 71-75 rebuilt to SW900's 91-95 by GM-EMD (1958-60).

man mentions one brand of "blue coal," mined 1500 feet straight down, so hot that it would melt the utensils right off the stove!

JOHN KUNIS of Cumberland, Md., keeping tabs on the B&O's remaining F-7's says all 13 units on the storage line have been run through the shop and put in running condition. Rumors have it that they are up for sale at $38,000 each. John mentions nothing about any of them getting a new Chessie paint scheme, something we've all wanted to see.

You might have heard that Western Maryland has been authorized to tear out 116 miles of track between Hancock, Md., and Connellsville, Pa., where it parallels the B&O. The WM will operate over B&O on trackage rights. Possibly these F's could figure in that scheme, somehow? John also reports that Buffalo Creek & Gauley 2-8-0 No. 14 was dragged through Cumberland on her way to Quakertown, Pa., on March 6th, that being the last BC&G steam engine to leave Widen, W. Va. BC&G 2-8-0 No. 13 (which I rode on in 1958) is stored in the house at Maryland Junction on the Western Maryland and has been renumbered 622. Hey, that fits with Southern's 2-8-0 roster. . . .

RAY HAKIM, 21 Clauss Ave., Paramus, N.J. 07652, revisiting Naporano Iron & Metals on March 2nd and found Burlington

Northern F-7B 673 and Great Northern F-7A No. 654 partially scrapped, also the last of the 17 Santa Fe No. F-7's that NI&M had scrapped. Norfolk & Western had sent some new arrivals: FM H-16-44's numbered 147 and 121, both ex-Virginian, C-425 1012, and S-4 2077, ex-Nickel Plate. Rays says the Raritan River now has some red and white 50-foot boxcars in service, their first rolling stock.

THE NEW Canadian Law which exacts duty on all leased power necessitated the return of the Bessemer & Lake Erie F-7's and all U.S.-built Precision National units by March 31st. The Canadian-built units which PNC leases (all built for Quebec, North Shore & Labrador by Canadian GM in London, Ont.) were to be stored after their leases expired on April 15th, unless PNC finds other lessors. Eight of them already have been leased to British Columbia Ry. for 60 days.

Canadian United Railway Supply offered to replace the "foreign" units with duty-free units of their own, but CP Rail turned them down when it learned that the units were ex-Reading Alco RS-3's. Due to the lack of business, CP Rail has shut down all Alco locos with 244-series engines and didn't want any others. Stored serviceable in St. Luc are all FB-1's and 2's, one RS-2, and three RS-3's.

Rebuilt GP-9 No. 8530 is now rated at 2000 hp. It will be tried in the St. Luc area to see if more should be done. MLW C-424 No. 4213 has emerged from Angus Shops with MLW parts, but is really a CP Rail product, completely rebuilt including a new frame. Angus is also rebuilding Budd RDC's, with 9307 completed, and 9303, 9305, and 9306 in process. 9301 is going to the Esquimalt & Nanaimo on Vancouver Island to replace 9199, due for shopping.

The February death-date of the Fairbanks-Morse C-Liners has passed. Four were running in late March: 4053, 4065, 4104, and 4105. The 4057 is dead at Nelson with engine damage. CP light 4-6-2 1201 is in Toronto's John Street Shop for rerubing by the Ontario Rail Association. She will be converted from a coalburner to a diesel-fuel user.

Rail Passenger Travel in Canada is undergoing great changes. Tentatively, this is the new face of it, as proposed in the press. The name will be Rail Canada; it will be a joint effort by CP Rail and Canadian National. The latter will handle Halifax-St. John-Montreal-Windsor while CP operates only Quebec-Montreal-Ottawa traffic plus trans-Canada traffic. CP will run daily trains to city-pairs with a diesel unit, three coaches, and a dome car, leaving one city in the morning, arriving at its pair in the evening, then leaving the following morning for the next pair such as Ottawa-Sudbury, Sudbury-Thunder Bay, Thunder Bay-Winnepeg, etc.

Then a traveler would take a land-cruise train with CP equipment from Calgary-Edmonton-Vancouver. CN would offer a transcontinental train three days a week from

(5) 81-82 sold to American Cast Iron Pipe, renumbered 101, 103 (12/63). 83 sold to Montepelier Stone Co. (7/61); then to Terminal Railway Alabama State Docks, renumbered 371 (1/64). 84 (1st) was wrecked and scrapped (1956). 85 sold to the Chattahoochee Valley, renumbered 85 (3/61); then traded to GM-EMD for CHV 101 (1966).
(6) 84 (2nd) was rebuilt from parts of scrapped Federal Barge Lines 51 and BS 84 (1st). It was sold to Birmingham Rail & Locomotive, renumbered 84 (8/61); then to Alabama Asphaltic Limestone; then to Southern Stone Co., renumbered 84 (1961).
(7) 86 sold to Montepelier Stone Co. (7/61); then to TRASD, renumbered 372 (1/64).
(8) 87 sold to Woodward Iron, renumbered 65 (3/63); then sold to Vulcan Materials, renumbered 4731. 88 sold to Birmingham Rail & Locomotive, renumbered 88 (10/61); then sold to the Feliciana Eastern, renumbered 88.
(9) 89 sold to Woodward Iron Co., renumbered 64 (4/62); then sold to Vulcan Materials, renumbered 4712.
(10) 100-101 sold to Pullman Standard Car Manufacturing Co., renumbered 323 (4/64) and 321 (2/62).
(11) 150-151 were re-rated 1600 hp.
(12) 153 was originally Federal Barge Lines 60, then BS 153, then Erman Corp. 153 (4/70), then Peabody Coal Co. 153, then Railway Supply Co. ?.
(13) 154 was originally Federal Barge Lines 61, then BS 154.
(14) 150 sold to Metal Processing, renumbered 150 (4/72).
(15) 152 sold to Birmingham Rail & Locomotive, renumbered 152 (2/71); then sold to Arkansas Cement, renumbered 515 (3/71).
(16) 160 sold to United Railway Supply, renumbered ?.
(17) 243 was originally Chicago, Rock Island and Pacific 743; then Hyman-Michaels 743, then Birmingham Rail & Locomotive 743, then Chattahoochee Valley 743, then BS 243.

Black Hills Central Railroad

_____	1	—	Porter	—	?	?	?	?	1
_____	3	—	Heisler	—	?	?	?	1912	2
_____	5	—	Lima	Shay	3T	?	120,400	1929	3
_____	7	—	Baldwin	—	2-6-2	?	?	1914	4
_____	7S	—	Lima	Shay	?	?	?	1927	5
_____	9	—	Cooke	—	2-6-0	?	?	1882	6
_____	14	—	Baldwin	—	2-8-0	31,000	144,500	1913	7
_____	69	—	Baldwin	—	2-8-0	28,000	114,000	1908	8
_____	100	—	Davenport	—	0-4-0	?	?	1915	9
_____	103	—	Baldwin	—	2-6-2T	?	?	1922	10
_____	104	—	Baldwin	—	2-6-2T	?	?	1924	11
_____	444	—	Alco	—	4-6-0	?	?	1906	12

Effective date: Nov. 7, 1974. Source of information: BHC. Units on present roster: 7, 9, 14, 100, 103-104.
(1) 1 is ex-Agricola de Guatemala 1 and is narrow gage.
(2) 3 is ex-Craig Mountain Railway 3.
(3) 5 was originally J. Neils Lumber Co. 5, then Klickitat Log and Lumber Co. 5 (2nd) (5/39), then BHC 5.
(4) 7 is ex-Prescott and Northwestern 7. It is known as "General Custer."
(5) 7S is ex-Sumpter Valley 7 and is narrow gage.
(6) 9 was originally Denver, South Park & Pacific ?, then Colorado and Southern 9, then BHC 9. It is narrow gage.
(7) 14 was originally Duluth and Northeastern 14, then BHC 14.
(8) 69 was originally White Pass & Yukon Route (Pacific and Arctic Navigation Co.) 69, then BHC 69 (1955). Boiler pressure is 160 psi; cylinders are 17"x22". It is narrow gage. Known as "Klondike Casey."
(9) 100 is owned by William B. Heckman and is ex-Chicago and North Western 100, then BHC 100 (1957). It is narrow gage.
(10) 103 is ex-Peninsula Terminal 103.
(11) 104 is ex-Peninsula Terminal 104.
(12) 444 is owned by William B. Heckman and is ex-C&NW 444, then BHC 444 (1958), then Forney Transportation Museum 444.

Black Mountain Railway (became Yancy Railroad in 1955)

_____	1	300	GE	45-ton	B-B	22,500	90,000	1955	1

Effective date: March, 1975. Units on present roster: none.

(1) 1 became Yancy Railroad 1 (1955).

Black River and Western Railroad (formerly Black River & Western Railroad)

_____	1	85	Mack	BR	B	10,000	30,000	1935	1
_____	14	—	Porter	—	0-6-0	?	?	1920	2
_____	60	—	Alco	—	2-8-0	31,290	310,600	1937	3
_____	400 (1st)	400	GE	44-ton	B-B	22,000	88,000	1950	4
_____	400 (2nd)	600	GM-EMD	SW1	B-B	50,000	198,000	1943	5
_____	565	—	Alco	—	2-6-0	?	?	1908	6
_____	7079	400	GE	65-ton	B-B	32,500	126,000	1941	7

Effective date: Sept., 1974. Sources of information: BR&W, GW. Units on present roster: 1, 14, 60, 400 (2nd), 7079.
(1) 1 was originally Bigelow-Sanford Co. (no number), then Harrison Warehouse Corp. 1, then BR&W 1.
(2) 14 was originally Mesta Machine Co. ?, then Brooklyn Eastern District Terminal 14, then Rail Tours 14, then BR&W 14.
(3) 60 was originally Great Western 60, then BR&W 60. It has 19"x26" cylinders, 200 psi boiler pressure.
(4) 400 (1st) was originally Long Island Rail Road 400, then BR&W 400 (1st), then Stephen Bogen 400, then Valley Railroad 400.
(5) 400 (2nd) was originally Broward County Port Authority (Port Everglades Belt) 400, then BR&W 400 (2nd) (4/68).
(6) 565 was originally Delaware, Lackawanna and Western 565, then Dansville and Mount Morris 565, then BR&W 565.
(7) 7079 was originally U.S. Army 7079, then BR&W 7079.

Bonhomie & Hattiesburg Southern Railroad

_____	1-2	600	GM-EMC	SW1	B-B	48,800	195,300	1939	1

Effective date: July 16, 1973. Sources of information: B&HS, ICG. Units on present roster: 1-2
(1) 1-2 were originally Wabash 103, 102; then B&HS 1-2; then railroad merged with the Illinois Central Gulf, but the units were not renumbered.

Bowdon Railway (abandoned circa 1964)

_____	5693	—	Plymouth	?	C	?	?	?

Effective date: March, 1975. Units on present roster: none.

Boyne City Railroad

_____	70	400	GE	44-ton	B-B	22,000	88,000	1950	
_____	7745	—	Stephenson	—	0-6-0	?	112,000	1952	1

Effective date: Nov. 1974. Source of information: BC. Units on present roster: 70, 7745.
(1) 7745 was originally Meaford Power Station (England) 7745, then BC 7745.

British Columbia Hydro and Power Authority (formerly British Columbia Electric Railway)

_____	381	2000	GM-EMD	SD38AC	C-C	?	?	1971	2
_____	382-383	2000	GM-EMD	SD38AC	C-C	?	?	1972	2
_____	900	900	GMD	SW900	B-B	57,500	240,100	1955	2
_____	901-902	900	GMD	SW900	B-B	57,500	240,100	1956	2
_____	903-904	900	GMD	SW900	B-B	57,500	240,100	1957	2
_____	905-908	900	GMD	SW900	B-B	57,500	240,100	1958	2
_____	909	900	GMD	SW900	B-B	57,500	240,100	1964	2
_____	910	1000	GMD	SW900	B-B	60,325	242,000	1967	2
_____	911	1000	GMD	SW900	B-B	60,325	242,000	1969	2
_____	931	900	GMD	SW900	B-B	57,500	240,100	1956	1,2
_____	940-942	660	GE	70-ton	B-B	41,700	139,000	1949	2
_____	943	660	GE	70-ton	B-B	41,700	139,000	1950	2

Effective date: Nov. 24, 1970. Sources of information: BCH&PA, GMD, MRCoM, George R. Silcott. Units on present roster: 381-383, 900-911, 931, 940-943.
(1) 931 originally Midland Ry. of Manitoba 1, then Hyman-Michaels 1, then George R. Silcott and S. G. Paikin 1, then BCH&PA 931 (1969).
(2) 900-908, 940-943 were purchased by BCE; remainder bought by BCH&PA.

British Columbia Yukon Railway

Effective date: Nov. 8, 1974. Source of information: WP&Y. Units on present roster: none.

The British Yukon Navigation Company

Effective date: Nov. 8, 1974. Source of information: WP&Y. Units on present roster: none.

The British Yukon Railway

Effective date: Nov. 8, 1974. Source of information: WP&Y. Units on present roster: none.

Brooklyn Eastern District Terminal

_____	21	660	Alco-GE	S1	B-B	59,400	198,000	1947	1
_____	22-24	660	Alco-GE	51	B-B	59,400	198,000	1947	2
_____	25	660	Alco-GE	S1	B-B	59,400	198,000	1946	3

Effective date: March, 1969. Sources of information: BEDT, George R. Silcott, NO&LC. Units on present roster: 21-25.
(1) 21 was originally Union 453, then Preston W. Duffy 453, then George R. Silcott 453, then BEDT 21 (10/62).
(2) 22-24 were originally New Orleans and Lower Coast 9013-9015; then NO&LC 6604-6606; then George R. Silcott 6604-6606 (3/28/63, 4/4/63, 3/28/63); then BEDT 22-24 (3/63).
(3) 25 was originally Erie 307; then Erie Lackawanna 307; then BEDT 25 (11/67).

Black River & Western Mack gas-electric loco No. 1 in hot sun at Ringoes, N.J., July, '66.

Photography by Dwight A. Smith, Jr.

Montreal-Toronto to Vancouver, on off-days a Montreal-Toronto train to Winnepeg, also on off-days a Winnepeg-Edmonton train.

CP would operate the East Coast from Central Station, bolstered by about 15 CP sleepers, using CN and CP rails to Halifax. CP's Ottawa-Montreal-Quebec trains also would use Central Station, with four train-sets providing service every two or three hours. GO Transit would take over the CP Budd Car service between Toronto and Hamilton, and the Northern Ontario day trains would replace trains 417-418 between Sudbury and White River.

From Montreal comes official word that CP Rail's diesel fleet will jump by 90 units in 1975, with 50 new SD-40-2 units already delivered and 40 more on order, with delivery to begin in October. CP Rails roster will then number 1365 locomotives.

Canadian National power news includes a note that 5070-5075 will use Pacesetter equipment on oil trains between Quebec and Ontario, because of poor cab heaters, GP-9's numbered 4451-4480 were transferred south to Montreal and were replaced at Seneterre, Quebec., by Nos. 5530-5539, until the winter cold was relieved. Retired units include GP-9 4107, FP-9A 6503 (rare model), F-9B's 6600 and 6609, and extremely rare Alco (MLW) FPA-4 6792. CNR train 444 with units 2321-3225-3638-3687 rammed RS-18 3620 as she switched in New Brunswick — a wreck that took three days to clean up. No further info on status of locomotives.

ACROSS the pond, British Rail Engineering is delivering nine 600 hp. diesel electric multiple units to the Northern Ireland Railway. These are painted Morocco maroon and Caribbean blue, separated at the middle by a wide white band. They're 5 foot, 3 inch gage and are both power units and trailers.

Renumbering of British Rail's locomotives is almost complete, but fans are wondering why the new numbers appear only once on the loco's side, nothing on the ends. BR explains that the numbering was done by the quickest and cheapest method, by using "transfers" (do they mean "decals"?) at the depots. Evidently when a loco in need of renumbering stops, the depot forces rush out with the newly assigned number and slap it on. Simple, but I hope nobody gets the numerical order messed up.

LITTLE (100.7-mile) Pittsburg & Shawmut, a coal carrier operating between Freeport Junction and Brockway, Pa., is repainting three of its nine EMD SW-9's in a red, white, and blue Centennial scheme. The locos involved are 239, 232, and 231, which become "Spirit of '74, '75, and '76." According to Dave Powell, Box 444, Brookville, Pa., who quit the P&S to return to cross-country truck driving, the scheme will be red on top, white mid-section, and blue frame, with silver trucks. Dave wants to know how many other truckers or bus drivers are railfans. I know of Gary G. Allen

in California, a fellow in the Carolinas, a bus driver out of Philadelphia, and myself. There are, of course, many more. I've been in all phases of trucking since 1957, except over-the-road driving, and am presently a sales representative. My company depends on good rail service, too, as we handle piggybacks and run a distribution service in connection with PC and B&O.

THIS MONTH we start a study of EMD switchers, which are interesting and complicated. EMD wasn't the first builder of diesel switchers, coming in some ten years after the boxcab era of Alco and Baldwin, but today EMD offers the only "railroad-sized" (as opposed to "industrial") switchers available.

The Electro-Motive Division of General Motors came about through the merger of the Electro-Motive Corp. and the Winton Engine Co., in January, 1941. EMC had produced its first diesel switcher in Feb. 1935, using the Winton engine as prime mover. General Motors had purchased both companies in 1930, operating them as subsidiaries. Their principle products were gas-electric cars, until in 1934 the Winton 201-A engine was used in super-streamlined trains for the Union Pacific, Burlington, Rock Island, and Boston & Maine-Maine Central. EMD's mighty effect on U.S. railroading was starting to take hold.

EMC's first switchers were Delaware, Lackawanna & Western 425 and 426, built in February and March 1935. As was the practice, EMC supplied the parts and design, and the units were assembled at the General Electric plant in Erie, Pa., using Winton 201-A engines, built in Cleveland. The Winton 201-A was a normally-aspirated, 750 rpm 8x10" plant, available in 8, 12, and 16 cylinders. It was EMC's stock plant until the advent of the famous EMD 567 in 1938.

The DL&W 425 and 426 had 8-cylinder 201-A's and were rated at 600 hp. Rail historians have used the model "Pre-SC" to describe them. "S" meant 600 hp., "C" refers to the cast underframe. As these were brought out prior to EMC Model SC, we call them "pre." Actually, the two units were experimental. DL&W 425 had the second production 201-A; both units had in-line 201-A's. Both were equipped with GE generators and GE traction motors. The locos were B-B end-cab versions, with the familiar round-roof EMD cab set at the extreme end of a low, rectangular hood. Behind the cab was a low, oblong battery box, as wide as the cab. Above this were two sand-fill inlets.

The most important feature in spotting the pre-SC was the set of six small rectangular air intake vents along the top front side of the hood. The front of the hood presents a small, square radiator opening in the center. As built, both units had two stubby off-center stacks. Later photos show two extended stacks (most roads extended EMC's short stacks to improve exhaust elimination). Trucks were EMC's pre-AAR design.

Both units were sold by the DL&W to the

Butte, Anaconda & Pacific No. 103 shown many years ago switching out a string of empty ore dumps at west end of East Anaconda yard. Electrics, worked east end.

Photograph by Donald Sims

Buffalo Creek Railroad

_____	40-41	600	GM-EMC	SW	B-B	?	?	1939	1
_____	42	600	GM-EMD	SW1	B-B	?	?	1940	2
_____	43	660	Alco	HH 660	B-B	59,400	198,000	1940	3
_____	44	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
_____	45-46	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
_____	47	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
_____	48	1000	Alco-GE	S2	B-B	69,000	230,000	1945	4
_____	49	1000	Alco-GE	S2	B-B	69,000	230,000	1945	4
_____	50	1000	Alco-GE	S2	B-B	69,000	230,000	1945	4

Effective date: Feb. 19, 1969. Sources of information: BCK, Preston W. Duffy and Son, M. D. Friedman Co., Detroit Steel, CSS&SB. Units on present roster: 44-50.
(1) 40-41 sold to the Detroit Steel Co., renumbered 111-112. Then sold to Preston W. Duffy and Son (2/24/69) and shipped to M.D. Friedman Co., where they were scrapped.
(2) 42 sold to the Chicago South Shore and South Bend, renumbered 601 (c. 1959).
(3) 43 sold to Relco, renumbered 606 (12/13/66).
(4) 48-50 were originally Delaware & Husdon 3002, 3006, 3005; then BCK 48-50 (1/56, 1/56, 8/56).

Burlington Northern (Manitoba) Ltd. (formerly The Midland Railway Co. of Manitoba)

_____	2	1750	GMD	GP9	B-B	60,000	240,000	1957	1

Effective date: Jan. 27, 1975. Source of information: BN(M). Units on present roster: 2 (1) 2 was originally Midland Railway of Manitoba 2, then BN(M) 2.

Bush Terminal Railroad (abandoned)

_____	1-7	300	GEIR	—	B-B	9,750	100,000	1931	1
_____	88	500	GE	65-ton	B-B	48,000	160,000	1943	2
_____	89	500	GE	65-ton	B-B	48,000	160,000	1945	3

Effective date: March 3, 1969. Source of information: BT. Units on present roster: none.
(1) 1,3,6 were retired (7/64, 3/67, 3/67). Scrapped by F.C. Barschiro and Sons (10/69) and Sarnelli Brothers (5/67, 5/67).
(2) 88 was originally U.S. Army 7864, then BT 88.
(3) 89 was purchased second-hand from the Marine Corps, Camp Lejeune, N.C.

Butte, Anaconda & Pacific Railway

_____	100	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	1
_____	101-102	1500	GM-EMD	GP7	B-B	61,000	244,000	1952	
_____	103	1500	GM-EMD	GP7	B-B	61,000	244,000	1953	
_____	104-107	1750	GM-EMD	GP9	B-B	65,000	260,000	1957	

Effective date: Nov. 12, 1974. Source of information: BA&P. Units on present roster: 100-107. (1) 100 was originally Tooele Valley 100, then BA&P 100 (1972).

Cadillac & Lake City Railway

_____	2	—	Baldwin	—	2-8-2	21,000	141,000	1912	1
_____	7	?	Whitcomb	—	B	4,000	16,000	?	6
_____	11	—	Alco-Cooke	—	0-4-0T	10,000	64,000	1924	2
_____	18	—	Baldwin	—	2-6-2	?	110,000	1920	3
_____	25	750	LH	Yd. Sw.	B-B	27,000	216,000	1951	4
_____	B-71	300	BW	—	B-B	34,000	156,000	1930	5
_____	127	—	CLC	—	4-6-2	?	?	1948	7

Effective date: April, 1973. Source of information: C&LC. Units on present roster: 7, B-71.
(1) 2 was originally Michigan-Saginaw Timber Co. ?, then Polson Logging Co. 2, then Rayonier 2, then Grand Traverse Northern 2 (3/62), then Kettle Moraine Railroad 2. GTN leased this unit to the C&LC.
(2) 11 was originally Kelly Island Lime and Transport 13, then Mr. Carlton A. Johnson's 11 (6/59), then F.J. Steck's 11. Johnson leased it to te C&LC.

Patapsco & Back Rivers, a Bethlehem Steel operation at Sparrows Point, Md. Numbered 108 and 109, they went to P&BR in 1946. Next year they were sent to Bethlehem's Steelton & Highspire RR, in Harrisburg (Steelton), Pa., where they became 28 and 25. In 1951 they were returned to P&BR, going back to 108 and 109. Finally, in the late Sixties, the 108, ex-DL&W 425, EMC's first switcher, was scrapped. But 109 was reengined and sent to Bethlehem Mines operation at Ebensberg, Pa., as BM 109. At last report, she was working there, together with the trucks from 108.

In March, 1935, EMC's strangest switcher hit the rails. Again, it was an experimental design, which we call "pre-NC," the "N" meaning 900 hp. This was a switcher with the 12-cylinder Winton 201-A, rated at 900 hp. Constructed of EMC parts by Bethlehem Steel Co. at Wilmington, Del., it was a strange off-center cab design, with an auxiliary short hood, odd flat-roofed cab, extra-heavy riveted frame, and four air-intake vents on each of the hood, both long and short ends.

As built, she sported a duct-like manifold and single fat stack above her hood, but was later modified with six small stacks in place of the manifold. Her battery box was slung between the two pre-AAR BB trucks. She had Westinghouse generator and traction motors, weighed 102 tons, and demonstrated for a while lettered EMC 518, using her builder's number for a road number. Then she was sold to Bethlehem Steel's Philadelphia, Bethlehem & New England line, which served the huge mill at Bethlehem, Pa. She became PB&NE 203, then first 55.

In December, 1954, she was sold to the Parrish Line Ry in Kinder, La., and renumbered 10. She lingered in derelict condition for years, finally being scrapped. Possibly her record on Bethlehem Steel's line influenced the big outfit to buy the pre-SC's from the DL&W. Both models were considered successful, and their acceptance led to the familiar-looking SC and SW models in 1936, which we will feature next month.

All four of those big C&O Alco C-630's rode to Australia on the ship "Houmei Maru," which left Port of Seattle in December, 1974. The big fellows were sold to a mining operation, Cliff's Robe River Iron Associates. The Feb. '75 issue of the Port of Seattle's "Reporter" had a fine shot of Robe River 9418 going aboard.

ANYBODY seen GG-1's in scrap lines lately? Carl Castigliani, 80 Stavola Rd., Middletown, N.J., wants to know if any are being cut up, if so, where, and can he buy parts?

CONTINUE sending diesel news to me (always include what, where, and when) at 821 Clearfield Lane, Cincinnati Ohio 45240.

(3) 18 was originally W. B. Harbison Lumber 18, then Florida and Alabama 18, then Mobile River Sawmill 18, then Mr. F.J. Steck's 18 (1962), then Dry Gulch & Tombstone 2. Steck leased it to the C&LC.
(4) 25 was originally Cincinnati Union Terminal 25, then Mr. R.E. Rogers' 25, then Whitewater Valley 25. Rogers leased it to the C&LC.
(5) 71 was originally Armco Steel B-71, then reengined to 400 hp., then Michigan Railway Historical Society 71. MRHS leases it to the C&LC.
(6) 7 is ex-Michigan Maple Block Co. 7.
(7) 127 was originally Canadian Pacific 1278, then Steamtown 127, Steamtown leased it to the C&LC.

Cadiz Railroad

_____	7	300	GE	45-ton	B-B	34,000	90,000	1954	
_____	8	660	Alco-GE	S1	B-B	49,000	198,000	1941	1
_____	9	660	Alco-GE	S1	B-B	49,000	198,000	1948	2

Effective date: Nov. 1974. Source of information: Cadiz. Units on present roster: 7-9
(1) 8 was originally Tennessee Central 51, then Cadiz 8 (11/68).
(2) 9 was originally East St. Louis Junction 100, then Union Starch 100, then Miles Laboratories ?, then Precision National ?, then Cadiz 9.

California Western Railroad

_____	45	—	Baldwin	—	2-8-2	30,000	150,000	1924	1
_____	46	—	Baldwin	—	2-6-6-2	30,000	247,000	1937	2
_____	51-52	750	BW	DS 4-4-750	B-B	50,000	200,000	1949	3
_____	53	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	4
_____	54	1200	BLHW	S-12	B-B	50,000	240,000	1953	5
_____	55	1200	BLHW	RS-12	B-B	57,500	240,000	1955	6
_____	56	1200	BLHW	RS-12	B-B	57,500	240,000	1955	6

Effective date: Nov. 11, 1974. Source of information: CW. Units on present roster: 45-46, 53, 55-56.
(1) 45 was built for Brownlee-Olds Lumber Co., but purchased from its successor, the Medford Corp., on which it was No. 3 (1964). Cylinders are 19"x24", drivers are 48", boiler pressure is 200 psi.
(2) 46 was originally Weyerhaeuser Timber 110 (2nd), then Rayonier 111, a 2-6-6-2T, then CW 46 (1968). It has 18"&28"x24" cylinders, 44" drivers, boiler pressure is 200 psi.
(3) 51-52 were wrecked and scrapped (1970).
(4) 53 was originally U.S. Army Corps of Engineers W8380, then Pan American Engineering W8380, then CW 53 (1956).
(5) 54 was originally Wabash 307, then CW 54 (1968). It was wrecked and scrapped (1970).
(6) 55-56 were originally McCloud River 32-33, then Chrome Crankshaft 32-33, then CW 55-56 (1970).

Camas Prairie Railroad

Effective date: Aug. 13, 1964. Source of information: CP. Units on present roster: none.

Cambria and Indiana Railroad

_____	15-16	GM-EMD	SW1500	B-B	B-B	?	?	1968	
_____	30-31	1200	GM-EMD	SW9	B-B	?	?	1951	
_____	32-37	1200	GM-EMD	SW9	B-B	?	?	1952	
_____	38-39	1200	GM-EMD	SW1200	B-B	?	?	1956	1
_____	40-41	1200	GM-EMD	SW1200	B-B	?	?	1956	2
_____	42	1200	GM-EMD	SW1200	B-B	?	?	1956	3
_____	43	1200	GM-EMD	SW1200	B-B	?	?	1956	4
_____	44	1200	GM-EMD	SW1200	B-B	?	?	1957	5
_____	45	1200	GM-EMD	SW7	B-B	?	?	1950	6

Effective date: March, 1975. Sources of information: C&I, IC, ICG. Units on present roster: 15-16, 30-45.
(1) 38-39were originally Conemaugh & Black Lick 120-121; then C&I 38-39 (9/64).
(2) 40-41 were originally Patapsco & Back Rivers 127, 129; then C&I 40-41 (10/64).
(3) 42 was originally Steelton & Highspire 44, then C&I 42 (4/65).
(4) 43 was originally P&BR 126, then C&I 43 (4/65).
(5) 44 was originally P&BR 134, then C&I 44 (6/67).
(6) 45 was originally Illinois Central 9317 (1st), then IC 1217, then Precision Engineering 1217, then C&I 45 (6/69).

Camino, Placerville & Lake Tahoe Railroad

_____	1	400	GE	44-ton	B-B	22,000	88,000	1953	1
_____	3	360	GE	44-ton	B-B	22,000	88,850	1941	2
_____	101	400	GE	44-ton	B-B	22,000	88,000	1953	1

Effective date: March, 1975. Sources of information: CP&LT, BN, CB&Q, George R. Silcott. Units on present roster: 1, 3.
(1) 1 originally had no number, then No. 101, then renumbered 1.
(2) 3 was originally Chicago, Burlington and Quincy 9106, then Burlington Northern 3, then Birmingham Rail & Locomotive and George R. Silcott 3, then CP&LT 3.

Camp Lejeune Railroad

Effective date: April 18, 1969. Source of information: SOU. Units on present roster: none.

Campbell's Creek Railroad (abandoned June 1, 1962)

_____	13	1200	GM-EMD	SW9	B-B	?	?	1953	1

Effective date: March, 1975. Units on present roster: none. (1) 13 sold to Kelley's Creek, renumbered 13; then to McLouth Steel, renumbered 13 (1964). Source of information: McLouth Steel.

The Canada and Gulf Terminal Railway

_____	101	600	GE	70-ton	B-B	41,300	137,600	1946	1
_____	102	800	GMD	SW8	B-B	57,057	227,440	1951	2
_____	103	1200	GMD	SW1200	B-B	62,000	248,000	1956	4
_____	355 (1st)	380	GE	44-ton	B-B	22,000	88,000	1948	3
_____	355 (2nd)	600	GE	70-ton	B-B	41,300	137,600	1946	1
_____	356	800	GMD	SW8	B-B	57,057	227,440	1951	2

Effective date: Nov. 8, 1974. Sources of information: TC&GT, Thurso Pulp & Paper, R&S. Units on present roster: 101-103.
(1) 101 was originally Singer Manufacturing (Thurso and Nation Valley) 5, then C&GT 355 (2nd) (11/49), then C&GT 101.
(2) 356 was renumbered 102.
(3) 355 (1st) was traded to Singer Manufacturing (T&NV), renumbered 8 (1949), then scrapped.
(4) 103 was originally Reberval & Saguenay 23, then C&GT 103 (1973).

PASSENGER TRAIN SURVEY

SINCE April 7th Amtrak has been offering special round-trip coach excursions on its new Norfolk-Cincinnati train, the Mountaineer, and its companion train, the James Whitcomb Riley. The excursion fare is 1½ times the regular one-way rate, but tickets must be bought in advance and are good for 90 days only. No stopovers en route. The Mountaineer began regular runs on March 25th between the two cities. The Riley serves Washington, D.C., Newport News, and Chicago via Cincinnati. Both trains combine near Ashland, Ky., for through service to Chicago.

Meanwhile, on March 24th, intercity service returned to northern Kentucky, southern West Virginia, and central Virginia as the Mountaineer made an inaugural trip between Tri-State station in Catlettsburg, Ky., and Norfolk. For the 14 stations on the new segment of the route the Mountaineer is the first passenger train since the Norfolk & Western took off its Pocahontas in May, 1971, the day Amtrak began. The U.S. Secretary of Transportation has designated the new Norfolk-Cincinnati service as a two-year experimental route.

The Mountaineer has first-class and coach accommodations, also dining and lounge cars. Checked baggage service is available between Norfolk, Suffolk, Farmville, Lynchburg, Roanoke, Bluefield, and Tri-State.

Elsewhere, a spring season round-trip coach excursion fare of $99 between New York or Chicago and all Florida Amtrak cities is effective on any train any day of the week until June 30th. As an option, a $70-a-week auto rental package is available in major Florida cities.

This excursion is the latest in a series of experimental fare changes designed to stimulate off-peak travel. Earlier, Amtrak announced excursion fares between major West Coast cities. Also lower qualifying minimums nationwide for its family travel plan and reduced fares in the Milwaukee-Chicago corridor.

As the spring excursion fare is fixed at $99, the greatest savings occur when travel is between Chicago or New York and the southernmost Florida end points — Miami and St. Petersburg. The round-trip fare represents a $49 saving for travel between Chicago and Miami or a $45 saving between New York and Miami. The savings are available northbound or southbound. Passengers from Boston, for example, pay the regular fare to New York and then $99 for the rest of their journey in both directions.

A PASSENGER who found cockroaches on the dining table of his Amtrak train to Florida, a Manhattan woman who said she spent more time in a swaying Amtrak coach moving side to side than forward, a minister who sat up all night with his family when the sleeping car he paid for was never added to the train — these and other dissatisfied Amtrak passengers declared their grievances in New York recently at a Federal hearing into rail passenger service.

The ICC hearing was the first of a series in various cities to review the quality of intercity rail service by Amtrak and determine whether new measures are necessary to protect passenger interest.

An Amtrak executive, W. Scott Armentrout, said the average age of the railroad cars turned over to Amtrak was 24 years, although replacement and renovation was proceeding well.

UNLESS $63 million in new Government aid is given to Amtrak immediately, there will be "drastic curtailment" of passenger service this spring, Asaph Hall, Federal Railroad Administrator, warned Congress shortly before we went to press.

ANTHONY HASWELL, founder of the National Association of Railroad Passengers, offers a plan for solving the complicated mess in the Northeast.

"In my view," he says, "the most desirable solution would be to split the Penn Central into its former halves, the Pennsylvania and the New York Central, and then merge these halves into the Norfolk & Western and the Chessie System system respectively. Among other things, such a plan would keep Con-Rail — almost certain to be a nationalized rail operation — from ever coming into existence. However, the N&W and the Chessie strongly object to such large-scale takeovers, so apparently USRA didn't even consider it."

Turning to the Rock Island, he comments: "Well over ten years ago, the Union Pacific proposed to merge the Rock Island into UP's profitable system, and to rehabilitate and modernize it. However, the ICC, largely because of the vociferous opposition of other railroads who feared loss of business, delayed until late 1974 in approving the merger. This unconscionable delay occurred despite the fact that the law requires mergers to be judged on the basis of the public interest as distinct from the interests of other railroads. Now the Rock Island is in such bad shape that the Union Pacific probably doesn't want it any more. Several ICC members should be impeached for their role in this disaster, and probably deserve to spend some time in prison."

THE NATION'S shortest commuter rail shuttle is in trouble. Townspeople at Princeton, N.J., call it "the Dinky." They also refer to it as the PJ&B, because it runs to Princeton Junction and back. For 100 years the tiny two-car spur has been shuttling area residents, Princeton students, and their guests back and forth along the 2.5 miles between the college town and the Princeton Junction of Penn Central's New York-Philadelphia line.

To the 500 or so persons who ride it each day, the Dinky's ancient cars and friendly staff suggest an era — now almost forgotten — of elegance, courtesy, and leisure. But the Dinky, like many other rail lines in the Northeast, may not survive through the fall.

The U.S. Railway Association, charged with planning the reorganization of the Northeast's bankrupt freight lines, has decided that the Dinky doesn't haul enough freight to pay its own way. The USRA recommends that the spur not be included in the Con-Rail master freight system, which will be designed to make freight service more profitable. Local residents are alarmed and have organized to do something about it.

THE WINTER recreation season failed to boost ridership as much as officials had hoped for the fledging Adirondack passenger train between New York City and Montreal. January and February were the worst two ridership months since the Delaware & Hudson re-instated it last August, according to figures released by the Department of Transportation of N.Y. State. The train, which began running Aug. 5th, has attracted an average daily round-trip ridership of 180.

Down by the Depot

NINE LAWMEN lurking in the shadows of Amtrak's 16th Street depot in Oakland, Calif., the other night were surprised to see the northbound streamliner Coast Starlight arrive on time. Startled by the sight of the two red and silver locomotives lumbering into the station at exactly 8:05 p.m., officers said they barely had time to take up positions and arrest five persons on charges of possession of marijuana for sale and conspiracy for sale of marijuana. Three of the suspects, including a teen-age girl, boarded an Amtrak train in San Antonio and then transferred to the Starlight at Los Angeles. They took two suitcases to the entrance of the Oakland station. Then they claimed two more suitcases from the baggage counter.

Meanwhile, waiting to pick up the travelers were two fellows in a van parked outside the station. Federal Drug Administration officers recovered 160 pounds of freshly dried marijuana, worth about $32,000. The three train riders gave an address in Juarez, Mexico.

Ted Wurm of Monte Vista, Calif., one of our "Interesting Railfans," who sent us the above news, comments: "Out here in Southern Pacific territory, we are really surprised when a passenger train is on time. I rode hundreds of SP trains in the 1920s and '30s. Except for commuter runs, on-time arrivals then must have averaged less than

50 percent. Travelers and railfans of that era translated the initials SP as 'Seldom Punctual.' Today, Amtrak is doing better than the SP did."

ERIC JOHNNESEN, of the Western Reserve Historical Society, Cleveland, calls attention to some Ohio station-hotels. There were two Sourbeck Houses on the same site in Alliance, Ohio — at the diagonal intersection of two early lines that became part of the Pennsylvania Railroad. The first, an 1853 Gothic structure, was destroyed by fire and replaced in 1866. The second Sourbeck House was replaced back in 1953.

Still standing is the depot-hotel in Willard, Ohio. Formerly called Chicago Junction, the town was created by the B&O. Its Victorian Italianate depot, built in 1875, has been nominated for listing in the National Register of Historic Places. ●

NIGHT TRAIN

by Oliver Towne

Columnist, St. Paul Pioneer-Press

THERE is something about riding a night train crossing the prairie that carries the absolute in the romance of America. It is adventure in nostalgia, the quickened pulse beat of excitement as the yellow headlight, swinging in arc, pours its light down the platform of a North Dakota city, the leviathan locomotive coasting by, its mighty engines throttled to a purr. The lights from the cars flick by, slower, slower, then halt.

The prow of the Empire Builder is flecked with the salt spray off Puget Sound, the earth of Montana, and snows of the Rockies. For a night and a day, it has pushed east across America and now pauses to marshal its strength for the final dash down a moonlit ribbon to the sunrise of home.

The platform echoes the sound of people on the move. Laughter from shadowy figures, cheery farewells. Lanterns swinging from porters' hands as they assist passengers up steps into the warmth of Pullmans and coaches. Rumbles of baggage trucks, piled with mail, mingle with the hiss of steam, spiraling between cars.

Pacing impatiently, wind flapping his topcoat, the conductor looks at this big, gold watch. His arm swings in the timeless signal that has sent night trains into the darkness through the decades. The horn answers him with two short bursts. Steathily as a prowling cat, the train slides into motion, window lights flickering, faster, faster, faster. Then a blob of red light vanishes into the lonesome prairie.

Cached into seats, roomettes and berths, rooms and compartments, are riders of the night train. Locked in by steel and speed from the world whirling by them. Sitting in the club car, with its pseudo cocktail-lounge decor, they banter and buzz, talk, and chatter. The delegates from Des Moines, the traveling salesman out of Seattle, the three couples with flushed faces on their way to a football game, the airman sitting at a desk writing letters, the couple, on a retirement holiday, radiating their new freedom like children on a lark. They sit at tables in their mental compartments and slowly the talk shifts back and forth across the aisle, diagonally.

They sit in the cozy cheer of the bar and watch the little towns come and go, cold clusters of light. Flashing by the windows in a blur, the diesel's horn in two-part harmony calls out a warning hail and farewell — proudly, nostalgically, sentimentally for every heart that pumps faster behind the lighted windows of farms and villages at the midnight cry of a train.

And those lying in their beds feel the shivery sound of the musical magnate, luring their minds to distant cities and shores.

In the half light of the locomotive cab, wavering at 75 miles an hour, the fireman hunches over his seat and peers ahead, straining to read the color of the block signals rushing toward him.

"Green board," he calls across to the engineer, who repeats the phrase, and inches the throttle lever out one more notch, pitching the throaty melody of the motors up an octive.

As they round a curve, the fireman leans out the cab window, the night air stabbing his face. His eyes roam back across the train, alert for the glow of a hotbox. For just a second he sees the speeding string of cars whose end is marked by a glowing green pinhead on the last Pullman. Then the train whiplashes into the straightaway.

From a darkened bedroom berth, a passenger sees the moon-etched landscape sweeping past. In the distance the harsh lights of a sleeping town. The muted shriek of the diesel comes back to his ears. The kaleidoscope registers briefly — the empty main street, the tavern signs still burning, the hotel neon flickering feebly, the tiny speck of orange in the depot and a glimpse of the lonesome telegrapher, looking up at the train hurtling by his window.

The rhythm of the wheels is broken by a clatter over a switch. There is a lurch as the engineer urges his horsepower faster out into the prairie night. Behind him three hundred passengers sleep or doze fitfully.

Sometimes before dawn, a passenger wakes with a start. The train is motionless. Outside his compartment window, he hears the sounds of depot platforms in the night — voices without form passing by, baggage trucks clattering down the bumpy brick platform. "Write when you get there." . . . "Give my love to Aunt Sue." "b-o-a-r-d!"

The lullaby of the wheels again. A brief interlude in the night. The sleeper dozes off, wrapped in the heat of the blankets, unaware whose lives passed his window by inches. Yet they would never meet, probably.

Dawn traces the eastern horizon. The skyline of the city is silhouetted like a low mountain range. A few houses at first . . . then more . . . and from a train window, the traveler looks at the stereotyped spectacle of suburban America performing its morning ablutions, shaving, brushing teeth, filling coffee pots in pin curlers and robes.

On the train a stirring and hustle; footsteps down the aisles; porters carrying luggage to the vestibules; bleary greetings across the coach seats; coats being put on. Roomette doorways open or hastily emptied, rumpled beds.

Nose buffeted by gales off the Cascade slopes, caked with the soil of Idaho, spotted by rains of the Great Divide, the dust of Dakota and Minnesota, the train stops with a sigh of steam, like a sprinter at the end of a race — across the prairie, through the struggles and sorrows, successes and slumbers of America — singing a haunting song of the night train. ●

HOBBY CLUB

conducted by Sy Reich

Black River & Western 2-8-0 No. 60, ex-Great Western, celebrated her 10th anniversary of regular tourist operations on BR&W. The Alco 2-8-0 will be running thru November.
Jim Neubauer, Box 55, North Freedom, Wis. 53951

MANY railfan clubs wonder how to get their message of who, where, when, and why across to the public. Some do it with paid ads, by free space in various departments in this magazine, or by news notes to intrigue their local media. Why not try an annual church, grange, county, or state fair? The cost wouldn't be very much; and if you believe in the purpose of your club no effort is too great.

Last fall we made our annual trek to the Springfield (Mass.) Fair, known to New Englanders as the Eastern States Exposition. In the Connecticut building there I spotted an exhibit by the Valley R.R. and Connecticut Valley Railroad Museum of Essex, tendered by members. It wasn't an expensive layout, but didn't look cheaply set up. It had definite eye-appeal. Thousands of visitors saw it.

With the fair season just around the corner, more fans should jump at getting more visibility for their clubs by displaying their products. As a rule, the average local fair runs Friday through Sunday. Larger fairs, from ten days to two weeks. That, my friends, means a lot of people. The cost would be based on the space you want. It might even be free. While these fairs are well policed, you'd better have responsible volunteers in charge of your displays. Don't wait too long to decide. Contact your state agricultural or tourist office, your local chamber of commerce, grange, or newspaper office. Everyone loves a good fair. Let them know that your club does, too.

MR. RAILROAD ENTHUSIAST, Bill Webber, says the annual midyear RRE meeting will be held in Boston, Mass., on June 7-8. On Saturday there will be an inspection of Boston & Maine's North Billerica shops, rich with memories of steam days. That evening Frederick C. Dumaine, president of Bangor & Aroostock, will speak at the dinner. On June 8 a fantrip will be run over the Claremont & Concord in New Hampshire, which may be the last such ride on the C&C.

SOUTHERN'S Jim Bistline set up an inviting, "first edition steam schedule" featuring the 630, 722, and 4501. As our May issue went to press prior to receiving this schedule, we had to omit earlier trips. Some, however, were mentioned in our "Coming Events," thanks to clubs sending notices in ample time. Here are some feature items:

Alabama Gulf NRHS has tentively arranged for the 630 to pull trips from Mobile May 24-25. Louisville NRHS will have 4501 going round trip, Louisville to Danville, Ky., June 14-15. An Independence Limited 111 has been tentively scheduled to operate behind 4501, sponsored by Roanoke NRHS, between eastern Kentucky and Alexandria, Va., over a scenic route, July 2 to July 6. For the next two weeks-ends, July 13-14 and July 19-20, the Mikado will pull round trips, Alexandria to Front Royal, Va. Old Dominion NRHS will have 4501 on July 26-27 on a round trip, Richmond to Keysville, Va.

Parts of August will find the 2-8-2 on excursions over the Norfolk Southern and the Atlantic & East Carolina. The big NRHS August outing, hosted by Old Smoky Chapter of Knoxville, Tenn., will have the 4501 picking up the Convention Special from Washington, D.C., on Aug. 28 at Ashville, N.C., for the run to Knoxville. Lads and lassies taking in the convention will ride behind the Mike round trip, Knoxville to Jellico, Tenn., on Aug. 30. On the following day 4501's whistle will be heard on the Knoxville to Bristol, Va., round trip. And more trips to be announced later.

ALLAN VAUGHN advises us that Overland Chapter of NRHS will operate its second Colorado excursion June 3-10. Starting from Denver or via Amtrak from Chicago, the doubleheader trips of the Intermountain Chapter safari will use all three private cars on the Silverton (Sat.) and Overland's chartered train on the Cumbers & Toltec Scenic (Sun.). Also included in the itinerary are the Rip Grande Zephyr, Denver to Grand Junction, and visits to storied Colorado mining towns. Query Overland Chapter, 320 Wisconsin #511, Oak Park, Ill. 60302. For the narrow-gage week-end contact Intermountain Chapter, Box 5181, Terminal Annex, Denver, Colo. 80217.

ALL AVAILABLE back issues of Railroad may be had at 95¢ each, postpaid. We are running low on some; better order them now while you still can. Pick one or two alternate copies from our list in the event that your wanted numbers are gone. Orders are filled promptly. You can pay by check or money order. Don't send coins by mail.

Issues on hand are: all of 1975 thus far; all '74 except Jan.; all '73 and '72; most of '71 to '67. Sold on a first come, first served basis. Our special Circus issue, April '56, is no longer in stock. It is hard to obtain, even from specialized dealers.

BULLET-NOSED Canadian National No. 6060, undergoing final repairs, might pull railfan steam trips this year. Having had a love affair with CN 6218, especially on her trips over the Central Vermont round trip from New London, Conn., to Brattleboro, Vt., I'm looking forward to riding behind steam again on 6060. And I'm not alone in that anticipation.

I GET LETTERS from radio amateurs who, reading our "CQ" column in Santa Fe magazine, ask how to join and who is eligible for membership. It is nice to know that this column is inspiring those who had not heard of the Santa Fe Railway Employes' Amateur Radio Club and who seek knowledge of its operation. All radio amateur clubs need new members to build and expand, to try new ideas and to extend fellowship. — M. C. Zuck, WA5-OPP, Box 562, Harrah, Okla. 73045.

L. P. CUMMINGS, our longtime friend in Lancaster, Pa., is pessimistic over the oft-postponed opening of the Railroad Museum at Strasberg, Pa. Governor Shapp has ruthlessly cut the heart out of appropriations that would include the museum. A spokesman for the state Historical and Museum Commission says: "We doubt the museum will be able to open up the next year, as we had planned." The Governor had authorized — then quietly abolished — six additional jobs that would have provided the staff to ready the museum for its scheduled Spring opening. The museum has just three employes, including curator George Hart, one of our "Interesting Railfans." Cummings says that public pressure, however, led to the opening of the museum on April 22nd, to his surprise and joy. (Details in our next issue.)

Railfans are looking forward to the return to service of CNR Bullet-Nosed Betty No. 6060, out of circulation since breakdown last summer.

Firewoman Elizabeth Cornelissen, Bloomingdale, N.J., of Whippany River No. 148, ex-Florida East Coast, and her cab cohort engineer, Bruce G. Saylor, after finishing recent trip.
Collection of Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407.

ALTHOUGH the Batavia park district, with the help of Batavia Historical Society, dedicated its old 1855 Burlington depot last month, depot-cacheted covers with special postmark honoring the occasion might still be available. Each costs 35¢, or three for $1, plus a large SSE. Send to Depot Covers, P.O. Box 433, Batavia, Ill. 60510.

ROCKY MOUNTAIN RAILROAD CLUB has issued a beautiful brochure with a special pre-publication memorial edition price on Mac Poor's book, "Denver South Park & Pacific," with 500-plus pages. They offer a deluxe edition for $19, good only until the book is published next year. Then the sale price will be $24. Contact the Club at 2561 S. Cook St., Denver, Colo. 80210.

COMMEMORATING the birthday last month of Samuel F. B. Morse, founder of telegraphy, was the Morse Telegraph Club, Inc. On the last Saturday of April the Western Union furnished a coast-to-coast and Canadian wire for various members to contact each other. The club has 44 chapters in the U.S. and Canada. Their magazine, "Dots and Dashes," is a quarterly. It depicts early telegraphy, including many pix of past and present. Dues are $3 annually. Details on membership may be had from Cecil D. Combs, international president and editor, 721, S. 49th St., Lincoln, Neb. 68510.

BOB BURROWES of Pico Rivera, Calif., sends us word that a collection of some 200 volumes dealing primarily with railroad transportation has been presented to the Pacific Center for Western Historical Studies at the University of the Pacific at Stockton. This material was presented by Walter Frame. Dr. Ronald H. Limbaugh, center archivist and associate professor of history at UOP, says it includes about a dozen books on the Central Pacific alone. Both standard- and narrow-gage steam roads, as well as streetcar lines, are in the collection, which will be available for research after it is cataloged.

RUG-HOOKING keeps Herman Dalton busy and happy 20 years into retirement. Now 84, he is a Dominion Atlantic Railway pensioner. "This may seem like a women's job," he says, "but it really isn't." He has already made more than 100 rugs, and the end is not in sight.

WHO can tell me about a Token Collector's Club in the Boston area? — Paul Cadenhead, P.O. Box 62, Quincy, Mass. 02169.

THE CORNWALL, an engine built by Crewe in 1847, has returned to its birthplace for display in a new shopping area in the center of town. A star of the Great Exhibition in Hyde Park, she arrived from the now-closed British Transport Museum at Clapham and was greeted by a civic welcome. She had been stored temporarily at the Crewe Works. Railfans taking in the 150th anniversary celebration of the Stockton & Darlington in England this summer might want to pay the venerable lady a visit.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

HISTORY OF THE ATCHISON, TOPEKA & SANTA FE RAILWAY, by Keith L. Bryant, Jr., 398 pages, 6½x9¼", hard cover, photos, maps; Macmillan Publishing Co., $12.95. (Available from Railroad Magazine Book Service.)

This third volume in the "Railroads of America" series covers one of our foremost systems. Peak events in the developing ATSF empire include the acquisition of an enormous land grant in Kansas that gave the then-fledgling road a big boost. Also epoch-making battles of rail giants in opening the Southwest, winning an independent entrance into California, and the extension to Galveston and the Gulf of Mexico. Little did Colonel Cyrus K. Holliday, founder of the road, realize when — at a company picnic on the banks of Wakarusa Creek in Kansas in 1869, six years after the Atchison & Topeka had become the ATSF — how much of a seer he was when he proclaimed: "Fellow citizens, the coming tide of immigration will flow along these lines and, like an ocean wave, advance up the side of the Rockies and dash their foamy crests down upon the Pacific."

Through 120 fair to good illustrations, railfans will see the Santa Fe's early days of steam, the wonderful depots restaurants in which Fred Harvey's girls made eating a pleasure; trains battling torturous mountain passes, and the small steam-engine era ending with the arrival of Mallets, Mikes, Pacifics, and Mountain types. The 20th century was well on its way before the first Santa Fe diesels showed up, hauling the Super Chief through the West in 1936; but not long after that it was downhill for the steam locomotive. Still, it wasn't unusual in the late 1930s and 1940s to see a 2-10-4 Madame Queen or a 4-6-4 helping a proud growler over rugged Raton Pass. You don't have to be a Santa Fe fan to enjoy this dramatic and copiously illustrated book.

AND NOW ITS NAIL TIME, by Kenneth B. Shaw, 139 pages, 6x9", soft cover, photos, maps, Kenneth B. Shaw, 1404 S.W. 24th Court, Ft. Lauderdale, Fla. 33315, $4.95. (Available from Railroad Magazine Book Service.)

One of the fastest growing phases of our rail hobby is collecting rail date nails, and here's a new book to tell you all about it. According to Ken, the nail specialty began as an offshoot of collecting insulators. Now it's a full-fledged avocation on its own merits, complete with a nail association formed in Aug. 1970 and chartered in Texas, with members all over the country. The late Larry Thompson of the Miami (Fla.) Herald, himself a railfan, wrote in one of his columns, "You don't have to pull nails to enjoy Mr. Shaw's book."

A PICTORIAL REVIEW OF NEW JERSEY CENTRAL, THE READING, AND MAUCH

CHUNK SWITCH BACK RAILWAY, by Ed Gardner, 94 pages, 8½x11", soft cover spiral binding, photos, timetables, brochure covers; Edward F. Gardner, 22 Garden Ave., Mountaintop, Pa. 18707, $5. (Available from Railroad Magazine Book Service.)

We know Ed for his fine job of editing the National Assn. of Timetable Collectors monthly, The Timetable Collector, and from other books he has written. This new review consists largely of overflow material that was crowded out of two other books, "A Pictorial Review: Central RR. of New Jersey" and "A Pictorial Review: Reading Lines." The CNJ book, by the way, is out of print and has become a collector's item. Readers wanted Ed to make a Vol. 2 for each book. Instead, however, he decided to combine some additional pix, postcards, timetables, etc., into this latest effort, adding the Mauch Chunk line because the Jersey Central once owned it. Good bit of new book is a complete timetable and pix coverage of the CNJ South Branch.

TRAVEL ON SOUTHERN ANTEBELLUM RAILROADS, 1828-1860, by Eugene Alvarez, 220 pages, 5½x8½", hard cover, photos, timetable, text; University of Alabama Press, $8.95. (Available from Railroad Magazine Book Service.)

One complaint from railfans is the lack of books on Southern railroading. Here is an area rich in rail lore and most certainly should be further explored. This book is an historical treatise on the hazards and discomforts encountered by travelers visiting the Old South and its environs by rail. It yields a rich gathering of Jacksonian era, foreigners' reaction to the scene, development of safety devices, nature and condition of stations, and the curious interest of Europeans in that typically American inventions, the cowcatcher. Nor does the author slight the spectacular and, indeed, unparalled growth of Dixie rail achievement and travel during the first half of the 19th century.

Periodicals and Journals

THE BULLETIN, National Railway Historical Society, edited by Wm. C. Wagner (March's "Interesting Railfan"), Box 2051, Philadelphia, Pa. 19103. We find in Vol. 40 (Nov. 1, 1975) a good article by A. M. Bixby, Sr., entitled "A History of the New Haven Pacifics," with pix of the class I-1 through I-4's. And Louis Saillard takes us for "A Ride on the Mississippi Export". For the rail and air fan there is a Pennsy information piece by General W. W. Atterbury, Dec. 1928, in which that railroad president tells about linking rail and air transport from New York to Los Angeles and San Francisco. Also, Nelson W. Brown writes about a GGI at Strasburg, Pa., plus activities of NRHS chapters.

HEADLIGHTS, edited by Fred W. Schneider III and Howard White, P.O. Box 68, Lancaster, Pa. 17604; published by Electric Railroaders Assn., 145 Greenwich St., New York, N.Y. 10006; $7 per year for members; non-members $8. Industry subscriptions $18 for three copies each month, additional monthly issues $4. Only public agencies and firms in the transportation field are eligible for industry subscriptions. ERA is a dedicated group backed by a good magazine.

NORTH DAKOTA HISTORY, a journal of the Northern Plains, edited by Larry Remede for North Dakota State Historical Society, Liberty Memorial Bldg., Bismark, N.D. 58505. The lead article in their Winter 1975 issue deals with the rapidly disappearing Soo Line depots in North Dakota in a detailed manner, well illustrated with historical and modern pix. Larry says he intends to carry articles and pix in future issues covering all roads that traversed the state. An excellent publication.

THE BULLETIN, Railroad Station Historical Society, edited by Wm. F. Rapp (an "Interesting Railfan"), 430 Ivy Ave., Crete, Neb. 68333, photos, maps, diagrams. For $3 a year you can join this fine organization and receive their always interesting Bulletin.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavalle	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 7.50)
PENNSY POWER, by Staufer and Pennypacker	$15.00	($14.25)
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HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
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STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$6.50	($ 6.15)
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NORFOLK & WESTERN STEAM (no. 2), by R. Rosenberg	$6.95	($ 6.60)

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

NEW BOOK specials! Save 10% postpaid. Spokane, Portland & Seattle Railway, $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70% and send for our lists. 50c to Discount Hobbies, 847 Lake Street, Newark, N.J. 07104.

RAILROADIANA: TICKETS, timetables, folders, post cards, booklets. Send SSE each listed wanted — Museum House, Box 187, Silver Lake, N.Y. 14549.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35c. — Midwest Photo, 922 Main, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla., 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted. — Alden Miller, 3212 34th Ave., South Minneapolis, Minn. 55406.

ROGER ARCARA 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-160, 116-616, for large oblong negs.; details free.

RAILWAY NEGATIVES and original slides. Mostly Eastern and Midwestern diesel, some older material. No list, approvals only, state wants. — William J. Brenan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

FOR SALE: 5 x 7 b&w steam and diesel photos, Eastern and Western railroad, B&M, New Haven, PRR, NYC, LV, Santa Fe, UP, Great Northern, many more, only 50¢ per photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50c for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

WANTED: All rr. stock certificates and bonds, any quantity — Ken Prag, Box 431 RW, Hawthorne, Calif. 90250.

INTERURBAN and street railway photos; regular equipment plus many unusual scenic photographs from 50 lines. Complete catalog for 16¢ in stamps. — Seth Steventon, Kennas, Wis. 54537.

WORLDWIDE NEWS: features, rosters, steam diesel, and electric; historic and contemporary: One year $5, 2½ years $10; sample issue $1.25. — Motive Power International Magazine, P.O. Box 39, Port Moody, B.C. Canada V 3H 3E1.

DIESEL PHOTOGRAPHS: AT&SF, B&O, B&LE, BN, C&O, Milw Rd., C&NW, CRI&P, GN, NP, Monon, NYC, PC, PRR, and many other roads. Now included are cabooses. Send 10¢ for revised list to Lee Hastman, P.O. Box 97, Morton Grove, Ill 60053.

RR. EMPLOYEE MAGAZINES, 4 for $1, 9 for $2, my choice. List free with each order. — M. D. Meyer, 128 Corner St., Watertown, Wisc. 53094.

San Francisco "Muni" car on J Line rolls downtown past Elena Rojo in Dolores Park.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in its entirety, or will break up. Complete catalog of 325 sheets, railroad, trolley, ferries, autos, etc., $15; price and inventory for specific group or company $5, or small order (specify road) $1. — 35-Slides Co., Box 6098, Dept. RR, Colorado Springs, Colo. 80934.

WANTED: DECKS of playing cards issued by the railroad; also toy trains manufactured before 1940 by Lionel, American Flyer, Ives, and others. — Tom Hill, Box 66, Ottawa, Ill. 61350.

TUBES for early electric radios. Send SSE for free price list. — Sam Faust, Changewater, N.J.

COMPLETE LIST of rr. and trolley railroadiana, timetables, employe mags., Railroad Magazine, Trains, playing cards, folders, 125 roads. 10c postage. — Meyer, 128 Corner St., Watertown, Wisc. 53094.

WIN A FREE Z-gauge train; lots of other prizes; no purchase required. Just send $1 and large SSE for color catalog to P.O.B. 24121, Cleveland, Ohio 44124.

SALE: STEAM builders' plates Garratt, 4-8-4, 4-8-4, C 38, Eveleigh Works. Rare Beyer-Peacock V.R. ($55 in Australian money). Each includes P. Write to Box 293, Ringwood 3134 Victoria, Australia.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

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4,000 DIFFERENT DIESELS from 300 railroads and industries. Color slides of 8-ton Plymouths to DDA40X's. $1 for 41-page catalog, 1975 supplement, and sample. — Porreca, Box 22, Boulder, Colo. 80302.

RAILROADS RELICS auction list #112 offers authentic items to dealers and collectors alike. Take advantage; SSE. — Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

AUTHENTIC RR. ANTIQUES and artifacts from America's leading mail-order specialist. Amazing diversity, museum quality, satisfaction guaranteed. Three stamps for current lists. Professional appraisal services (by mail) also available. Always buying, one item or whole collections. — Scott Arden, Noti, Ore. 97461.

ORIGINAL SLIDES for sale on approval. Celebrating 5 years of selling original slides to hundreds of satisfied customers. Now available; SP Trainmasters, F's, FM switchers, WP F's, GE's BN Alcos, Milw. GE's, and other mainline roads. Over 30 short, belt, industrial roads. Slides of both main and small roads include engines, cabooses, depots, M of W. — Wes Hammond, 1145 Bedford, Fremont, Calif. 94538.

FIRE TRUCKS, original slides, for sale on approval. Pumpers, snorkel, ladders. Custom units include Mack, Crown, Seagrave, Van Pelt, Pirsch, Clark, A-LF. Commercial units include White, Diamond T, Kenworth, and others. Fireboats, antique trucks and wagons. — Wes Hammond, 1145 Bedford, Fremont, Calif. 94538.

LOU GEORGE, 7 Eldred St., Middletown, N.Y. sells New York Ontario & Western Railway stocks $3 each or two different stocks for $5.

SELLING ORIGINAL SLIDES, mostly Canadian diesels, stations. List 20c; or trade for negs., slides Canadian tramways, railways (roster and scenes). — Burridge, Box 152R, Dorval, Que. Canada H9R 4N9.

ODDS & ENDS rr. and model mags. (Railroad, RMC, etc.), books, art prints, photos, postcards. Long SSE to Bruce Beardsley, P.O.B. 8532, Rochester, N.Y. 14619.

RAILROADIANA AUCTION; send SSE for large listing of railroad collectables for auction. Big variety. — John Yates, 125 E. Oakland Ave., Oaklyn, N.J. 08107.

ORIGINAL 35MM SLIDES sold on approval. Diesels of DOT, D&RGW, C&S, FW&D, BN, AT&SF, short lines, industrials, and more. Send large SSE for monthly list. —

Bruce D. Barrett, Box 1230, Pueblo, Colo. 81002.

STEAM PHOTOS, six sixteen of most major roads of United States and Canada, minimum of fifty. Also loose-leaf print album. Write D. Eldridge, 136 Grant, Herndon, Va. 22070.

STEAM LOCOMOTIVE PHOTOS, roster and action, all live, hundreds to choose from. Send large SSE for listing and information. — W. Raia, 4828 W. Hutchinson, Chicago, Ill. 60641.

DATA-MOTIVE PROBLEMS? Let SOLVE help you to outline your programming requirements. Write SOLVE, 69 Sterling Street, Hartford, Conn. 06112. Mail-order programs for your computer.

35MM SLIDES of EL, L&HR, LV, RDG, D&H, WM, PRSL, Chessie, many others. List 25c — Ray Hakim, 21 Clauss, Paramus, N.J. 07652.

FOR SALE: 0-4-0 American Locomotive, 1922, 40 tons, poor condition. 0-6-0 Baldwin locomotive, 1923, engine and tender 102 tons, complete, fair condition. — Sloan Cornell, Blairesville, Pa. 15717. Phone 412-459-6922.

FOR SALE: Amtrak timetables and other railroadiana. Menus, playing cards, pre-Amtrak timetables, etc. Send large SSE for list. Will buy public timetables. — Michael Rolcik, 443 Tipton Court, Cincinnati, Ohio 45231.

BOOKPLATES: personalize your books. New England R.R. station on pressure-sensitive backing, professionally illustrated by Joy Reddick, 25 for $3 or 50 for $5; with two-word name hand-lettered, 25 for $5.50 or 50 for $10. 50c postage outside North America. (Conn. res. add 6% sales tax.) — Harbor Studio, Harbor Ave., Madison, Conn. 06443.

CAN'T GET to San Francisco Bay Area? Send $2 for MUNI system map with cable and streetcar transfers, MUNI streetcar running time sheet, BART system map with fare ticket, and BART-AC transfer. — George E. Horn, 1075 Space Park Way, Mountain View, Calif. 94043.

FOR SALE: Fairmont-Morse motor rail car, 4-cylinder Wisconsin engine, good condition, $450 — Sloan Cornell, Blairsville, Pa. 15717. Phone 412-459-6922.

PASSENGER-CARRYING trains, 3½" to 24" gages, steam, gas, all types, new, used, custom built, set photos, brochure, $2. — "Trains," 142R County St., Seekonk, Mass. 02771.

WANTED: public tts. and old adv. folders from SPLA&SL, Tonopah & Tidewater, PE, Las Vegas & Tonopah railroads, and Los Angeles S.S. Co., Pacific S.S. Co., Matson, and Dollar. Have Western rr. public and emp. tts. and steamship folders for trade. — Jim Ady, 35 Hillside Ave., Apt. 1, Salt Lake City, Utah 84103.

QUALITY DIESEL NEGATIVES for sale on approval basis. No list; state wants, SSE. Write RY., 40 Hendel Ave., North Arlington, N.J. 07032.

SELLING 3½x5 b&w prints of diesels, mainly on BN, also other roads. Send SSE for list. — Tom Strauss, 11548 Xavis St. N.W., Coon Rapids, Minn. 55433.

RAILROAD DINING-CAR SILVER, a good selection. Coffee pots, sugar bowls, crumb knives, compotes, and more. All marked Illinois Central Railroad. Send SSE for complete list, plus $1 if Polaroid print is desired. — John Nalley, Box 262, Bradley, Ill. 60915.

LARGE LIST of diverse railroadiana includes builder plates, china, passes, timetables, much NYC, PRR, and NKP. I want builder plates and NKP/WLE items. Send 2 10c stamps to John Benson, 4361 Clarkwood Parkway, 108 Warrensville Heights, Ohio 44128.

OLD RAILROAD BOOKS plus some reprints of them, also bound volumes of "THE MODEL MAKER." SSE to Hollis S. Baird, P.O.B. 46, Wollaston, Mass. 02170.

WANTED: SUBSCRIBERS and ads for the Lantern Swap Sheet, 8 issues $2, ads 50c. — Howard L. Turk, 58 Lake Lancaster, N.Y. 14086.

WANTED: MODELMAKER magazine for 1940, 1909; Locomotive Dictionary, railroad periodicals between 1879-1910, such as Railroad Gazette, American Engineer and Railroad Journal, National Car Builder, Railroad Car Journal, Railway and Engineering Review. — Carl Larson, 24 Forest Ave., Caldwell, N.J. 07006.

JOHN LUTHER (CASEY) JONES subject: Collision of trains 1 and 83 at Vaughan, Miss., on April 30, 1900. Direct from the Illinois Central Railroad files, the original investigation held May 10, 1900, and the findings to determine cause and responsibility of the wreck in which Casey Jones lost his life and all monetary settlements to injured employes, including colored fireman Simon Webb. This is a detailed document, of the accident, complete in every respect, printed in bold type on fine stationery, $2. — John Nalley, Box 262, Bradley, Ill. 60915.

FOR SALE: Central New England form 31 train orders. Also Moody's railroad manuals 1949 — $15, 1950, 1954, 1957 each $12; 1963, 1965, 1967, each $8, 1971, 1972, each $11. — Edward J. Colgan, 172-12 Crocheron Ave., Flushing, N.Y. 11358.

FOR SALE: SEPT.-Dec. 1969 Railroad Magazines. Entire year for 1970, 1971, 1972, 1973, 1974. All are in mint condition. Make me an offer. — W. B. Griffin, 406-407 Security Trust Building, Lexington, Ky. 40507.

SELLING ENTIRE COLLECTION railroad and traction items. Railroad items include: interline tickets, contract coupon issued 1930s-1950s, from 31 railroads, 15 for $6. My choice, but suggestions requested. Each additional 40c. Cash fare receipts, 2 each from B&M, LI, NYC, NYNH&H, each shows up to 150 station names, 8 for $2. Timetables, 1960-'63, 8 for $2. Ticket envelopes, colorful, interesting, 10 for $2.

GCT train makeup sheets showing complete consist, issued thrice daily, 1950-'63, 3 for $1. NYC menus 1950s-1963, $2.25 each, 3 for $6. Menus from private collection, 73 from 29 railroads, $3 each. Suggestion requested. NYC emp. tts., 1950s-'63, GCT electrified divisions, $2.50. GCT-Chicago, various divisions, $2. My choice; suggestions requested. Minimum order $5. Add $1 for postage and handling.

Official Railway Guides from private collection, one-only items. Give several choices. Sept. 1938, $40. Nov. 1951, $30. Aug. 1954, $25. June 1957, $20. Oct. 1958, $20. June 1959, $20. Aug. 1961, $18. July 1962, $18. Dec. 1962, $18. May 1967, $15. Add $3. each for insured postage and packing. Individual glass ash trays, various rrs. 2 for $5, postage and packing, $1.

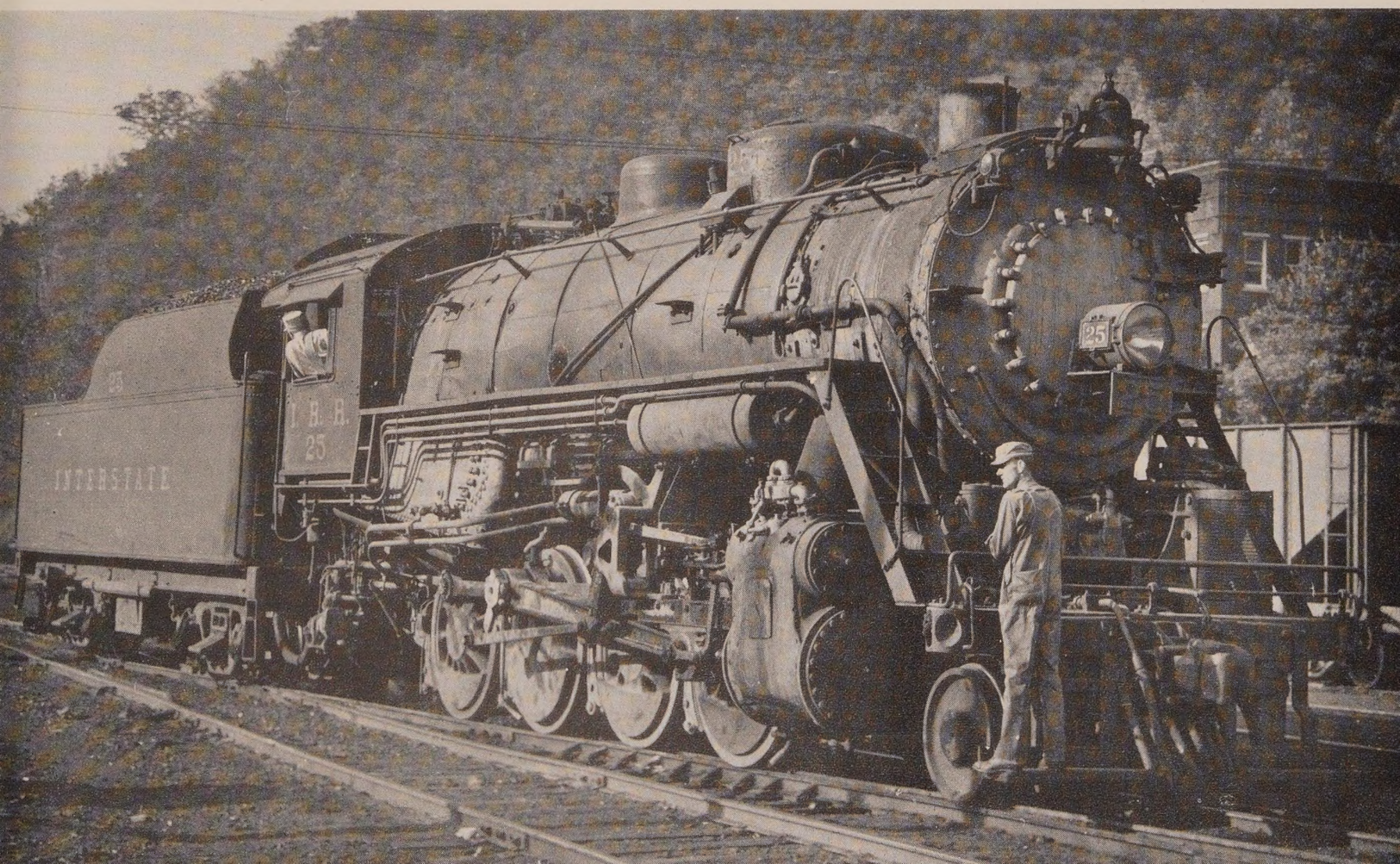
Traction: tokens, 10 from 10 states, $6. 20 different, $10.

Timetables: Ind. R.R. $3. 1950, containing photos, $2. 1939, with sleeping car schedules, Ill. Term., $3. CNS&M 1947, 1950-'56, each $2. CA&E 1947'48, each $2.50. CSS&SB, various dates, 1941-'62, $1 each. WCF&N, 50c. CR&IC 1941, $1. PE., circa 1941, each showing 2 to 4 lines, 50c. LV Transit, $2. Canadian: L&PS, 50c. LE&N, GRRR, CP train-bus connections, combined tts. #57, $2.50.

Transfers, full and partial pads, 1000 from 10 states, 15 cities $15. 5,000, $62.50. 100 transfers from about 19 states, 40 cities, 50 elevated subway, streetcar, and bus lines, $5. — Earl Yorke, 27257 Currier, Dearborn Heights, Mich. 48125. ●

Gordon S. Crowell, General Electric S.A., Casilla de Correo 360, Montevideo, Uruguay

Interstate Railroad engine 25 backs down the ready track at Andover, Va., on October 20, 1953, to pick up waiting freight cars.



Coming Events

(No charge for listing in this section)

June 1: Tri-State railroadiana (paper and hardware), incl. model rr. equipment, bought, sold, traded. Admission adults $1, kids 50c, under five and ladies free. Funds go for book on N.J. iron-mining railroads. East Dover, N.J., Elementary school auditorium, 10 a.m.4 p.m. Query Robt. Rose, president, Tri-State Chapter, NRHS, 47 Hudson St., Dover, N.J. 07801.

June 3-10: "Springtime In The Rockies" tour via San Francisco Zephyr from Chicago and intermediate stations to Denver; via Rio Grande Zephyr, Denver to Grand Jct. Silverton and Cumbres & Toltec Scenic steam trips. Visit Colorado mining towns, oldtime melodrama, special dinners, first-class lodgings. Contact Overland Chapter, NRHS, 320 Wisconsin, Apt. 511, Oak Park, Ill. 60302.

June 1-29 (Sunday Schedule): Wilmington & Western, 11:30 a.m., 1, 2:15, 3:30 p.m., trips one hour, layover okay at Mt. Cuba Picnic Grove. Adults $2.25, kids $1. Write W&W, Box 1374, Wilmington, Del. 19899.

June 7: Railfan Day at Valley R.R., steam-diesel operation, fleamarket, boat ride, movies, dinner. Query Valley R.R., Railroad Ave., Essex, Conn. 06426; phone 203 767-0104.

June 7-12: Binghampton, N.Y. Rotary Club, with intermediate stops, to Montreal for International Rotary Club Convention; June 28: Saratoga Fair trip, Oneonta to Saratoga, N.Y., and return. Details from Tom O'Brien, Delaware & Hudson R.R., D&H Bldg., Albany, N.Y. 12207.

June 8: Midyear weekend meeting of Railroad Enthusiasts, with trip, maybe for last time, over the Claremont & Concord in New Hampshire, open gondolas, photo runbys at both covered bridges, etc. Bus from Boston, return via Springfield, Mass., for railfans making connections south by Amtrak to N.Y., etc. Adult train tickets $10.50, kids $6. Bus $12.50. Contact, with SSE, Trip Committee, Mass. Bay RRE, Box 136, Ward Hill, Mass. 01830.

June 15-21: Sixth annual Michigan RR. Club Maritime Provinces trip, 3 nights on train, round trip from Windsor, Ont.; visit Montreal; $365 each, double occupancy, limited to 60 people. $50 deposit. Query Eugene Sussex, 19934 Pierson Ave., Detroit. Mich. 48219.

June 14-15: Southern 4501 on round trip, both days, Louisville and Danville, Ky. Query Louisville Chapter, NRHS, Box 70153, Louisville, Ky. 40270.

June 14-15: Clinchfield's 4-6-0 One-spot hauling Rhododendron Special through Blue Ridge Mts., round trip Spartanburg, S.C., Erwin, Tenn. Adults $16, kids $12. Box lunch incl. Write R. O. Likens, Clinchfield R.R., Erwin, Tenn. 37650.

June 21: Clinchfield's No. 1 with 3 coaches, mountain route, lv. Erwin 7 a.m., stops at Johnson City and Kingsport, Tenn., photo run-bys, fare $28. Contact David W. DeVault, trip chairman, East Tenn. Rail Fan Assn., c/o Dear Odiorne, 129 Rosefield Dr., Kingsport, Tenn. 37660.

June 26-July 20: North Cape/Spitsbergen cruise, Isle of Mann, Wales, London, rail trips. Sail from San Francisco on luxury liner, return by air. $250 deposit. June 28-29: weekend in the Redwoods, ride steam-powered Skunk along Novo River, overnight Fort Bragg; picnic, Sun. lunch in Redwood Empire. Sept. 3-9: Silverton-Cumbres Safari, narrow-gage steam in mountains, 2 nights Durango, Chama. Amtrak or air to and from Albuquerque, N.M. Special buses to Durango-Charma and return. Details from Jim Weinberger, tour director, Pacific Coast Chapter, R&LHS, Box 3552, San Francisco, Calif. 94119.

July 2-6: Independence Limited 111 with 4501 between eastern Kentucky over scenic route to Alexandria, Va. Query Roanoke Chapter, NRHS, Box 681, Roanoke, Va. 24004.

July 12: "Sharks" along Lake Champlain. Ride behind D&H shark-nose Baldwin diesels from Watervliet, thru Red Rocks to Bluff Point (near Plattsburgh, N.Y.), and return, open window and air-conditioned coaches, photo, baggage, refreshment car; photo run-bys. Lv. Watervliet 8:30 a.m., return approx. 7:30 p.m. Fare $21.95. Sponsored by Mohawk & Hudson Chapter, NRHS. Contact, with SSE Trip Committee, Box 3, Poestenkill, N.Y. 12140.

July 13: Special PCC trolley trip on TTC, Toronto, Ont., Canada, on ex-Cincinnati car. Lv. St. Clair carbarn 12 noon, 12:30 p.m. stop at York & Wellington sts., photo stops, return 5 p.m., adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 26-27: Southern 4501 on round trip, both days, Richmond to Keysville, Va., sponsored by Old Dominion Chapter, NRHS, Box 8583, Richmond, Va. 23226.

July 31-Aug. 3: National Assn. of Timetable Collectors annual convention, Philadelphia, Pa., guided local rail tours, railroadiana bourse at Sheraton hotel, convention hdqrs., Liberty Liner trip, banquet, guest speaker Bruce Heard of Amtrak. Query Robert Russell, 2737 Haven Ave., Ocean City, N.J. 08226, Phone 609 399-8766.

Aug. 4-10: Denver to Mobile, Ill., by rail, 3-day trip to St. Paul, Minn., on stern-wheeler Delta Queen. Return Denver via Chicago and Amtrak. Aug. 23-24: Denver to Green River, Wyom., weekend on San Francisco Zephyr. Contact Intermountain Chapter, NRHS, Box 5181 TA, Denver, Colo. 80217 or Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs, Colorado. 80932, or Colo. RR. Museum, Box 10, Golden, Colo. 80401.

Aug. 28-31: 40th anniversary and convention of National Railway Historical Society hosted by Old Smoky Chapter, Knoxville, Tenn. Steam trips behind 4501, banquet with well-known rail guest speaker. Tennessee Special from Washington, D.C., and Blue Ridge Special on return. Reservations handled by Geo. Hartman, 6624 Fisher Ave., Falls, Church, Va. 22046. For convention matters only, write Bob Henderson, Old Smoky, Box 601, Knoxville, Tenn. 37901. ●

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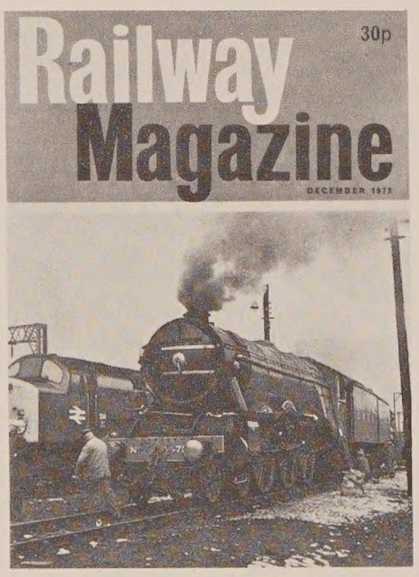


Ravenglass & Eskdale Ry. 0-4-4 running on 15" gage pulling relief train to Dacegarth, seen at Ravenglass, England, depot in 1973.

R. E. Ruffell

Roster Corrections

The Short Line rosters in our April '75 issue contain a number of errors. Aroostock Valley Railroad was omitted entirely. The AV owns GE 44-ton diesels 10-11 with 380 h.p., B-B wheel arrangements, 26,300 lbs. of tractive effort, and 88,000 lbs. of weight. Built in 1949. This roster was effective as ton diesel 12 with 400 hp., B-B wheel arrangement, 27,000 lbs. of tractive effort, and 88,000 lbs. of weight. Built in 1949. This roster was effective sd of Aug. 21, 1974, compiled from the data supplied by the AV. Units 10-12 are still on the roster.

To sources of information for the Atlanta & Saint Andrews Bay Ry. roster add International Minerals & Chemicals, Atlantic & Danville Ry. became the Norfolk, Franklin & Danville Ry. in 1962.

Augusta Railroad note 1 should read: 6 was built for the Corps of Engineers. Information source for Augusta Union Station Co. roster was AUS. The B&OCT note 1 should read: 8416-8421 were originally 216-221 and classed DS-3, then reclassed DS-3E (1943); then 8416-8421 and classed SE-1; then reclassed SW-1. 8416-8419, 8421 were sold to The Baltimore & Ohio, renumbered 8416-8419, 8421 (1/74). 8420 sold to Naporano Iron & Metal (4/12/68); scrapped (1968).

Barre & Chelsea Railroad subheading should be (Part became the Montpelier & Barre; remainder abandoned). Note 3 should read: 15 was leased to SJ&LC as their number 47, then inherited by M&B and renumbered 20 (1/58), then sold to F&C and renumbered 20 (4/62), then sold to Laurinburg & Southern, renumbered 109.

Beaufort & Morehead note 1 should read: 8 was originally Naval Ammunitions Depot 2, then U.S. Navy 65-00405, then B&M 8, then sold to Milton Manufacturing Co., where it has no number. To information sources for the Beech Mountain Railroad roster substitute Becker Sand & Gravel for Becker.

Note 3 applies to BRC unit 304. Units 502A, B-506A,B have a (B-B)x(B-B) wheel arrangement. Units on present roster are 420, 470,-473, 475-477, 480-481, 490-495, 500-506, 510-516, 520-526, 530-534, 600-605. Note 4 should read: 400 was sold to Precision National (1974), then to Northern Indiana Dock. 403, 406-407 were sold to Hyman-Michaels (1968). H-M 406 was sold to North Carolina State Ports Authority and renumbered 406, then sold to Mid Atlantic Engine Supply. 404 sold to Erman Corp. (1973). 408 sold to George R. Silcott (1972), then to General Electric (1972), then converted to a mine coal loading locomotive and resold to Jewel Ridge Coal Co. as number 1 (1972). 409-410 sold to Precision National (1974). 411 sold to Precision National (1974), then sold to Southern Ohio Coal Co.

To the list of sources of information for Bessemer & Lake Erie Railroad should be added U.S. Steel, Naporano Iron & Metal, Morrison-Knudson. Note 6 should read: 701A-711A were sold to The Baltimore & Ohio, renumbered 4644-4647, 4652-4654, 4648, 4651 (1962). B&O 4644-4645, 4647, 4649-4654 were sold to GM-EMD in trade for new B&O power. 701B-711B were sold to the B&O and renumbered 5527-5537 (1962). B&O 5527-5528, 5530-5537 were sold to GM-EMD in trade for new B&O power. B&O 4646, 5529 were sold to Naprano Iron & Metals and scrapped. B&O 4648 was sold to Morrison-Knudson. 712A-714A, 716A-717A, 714B, 717B, 718B, 720B, 722B, 725B were sold to Precision National (1970). PNC 714B, 717B-718B, 720B, 725B were sold to the Chicago & North Western, renumbered 330, 327, 331, 328, BU-39, CNW 328 scrapped. 715A,B, 719A,B, 721A were sold to The Pittsburgh & Conneaut Dock, renumbered 21A,B,?,?,?,. 720A was sold to U.S. Steel's Pinnacle Mine #50, renumbered 720A (7/70). 723A,B-724A,B, 726A,B were leased to U.S. Steel's Western Ore Operations, renumbered 723A,B-724A,B 726A,B (1962). 723B was sold to GM-EMD in trade for new power.

To the information sources for the Birmingham & Southeastern Railroad roster add General Electric. To the Birmingham Belt Roster should be added: Source of Information, SLSF.

George R. Silcott sent us some additions and corrections to previously published short line rosters. Alexander Railroad note 2 should read: 2 was sold to George R. Silcott, then to Adolph Coors Co., and renumbered 992 (2/74). Note 4 should read: 4 was originally South Buffalo 86, then George R. Silcott 86, then Alexander 4 (9/72), then George R. Silcott 4, then Duval Corp. 1 (5/73).

Akron & Barberton Belt note 2 should read: 5408 was originally Pennsylvania Railroad 8908, then PRR 5408, then Penn Central Transportation Co. 5408, then A&BB 5408, then scrapped by George R. Silcott and Luntz Corp., with parts resold to Intercontinental Engineering & Manufacturing. — SY REICH

Pen Pals Wanted

(No charge for listing in this section.)

Garth Mosher (age 50), P.O. Box 291, 13 Donegan 1, Pointe Claire, Que., Canada H9R 4n9, will correspond with ladies anywhere, especially railfanettes.

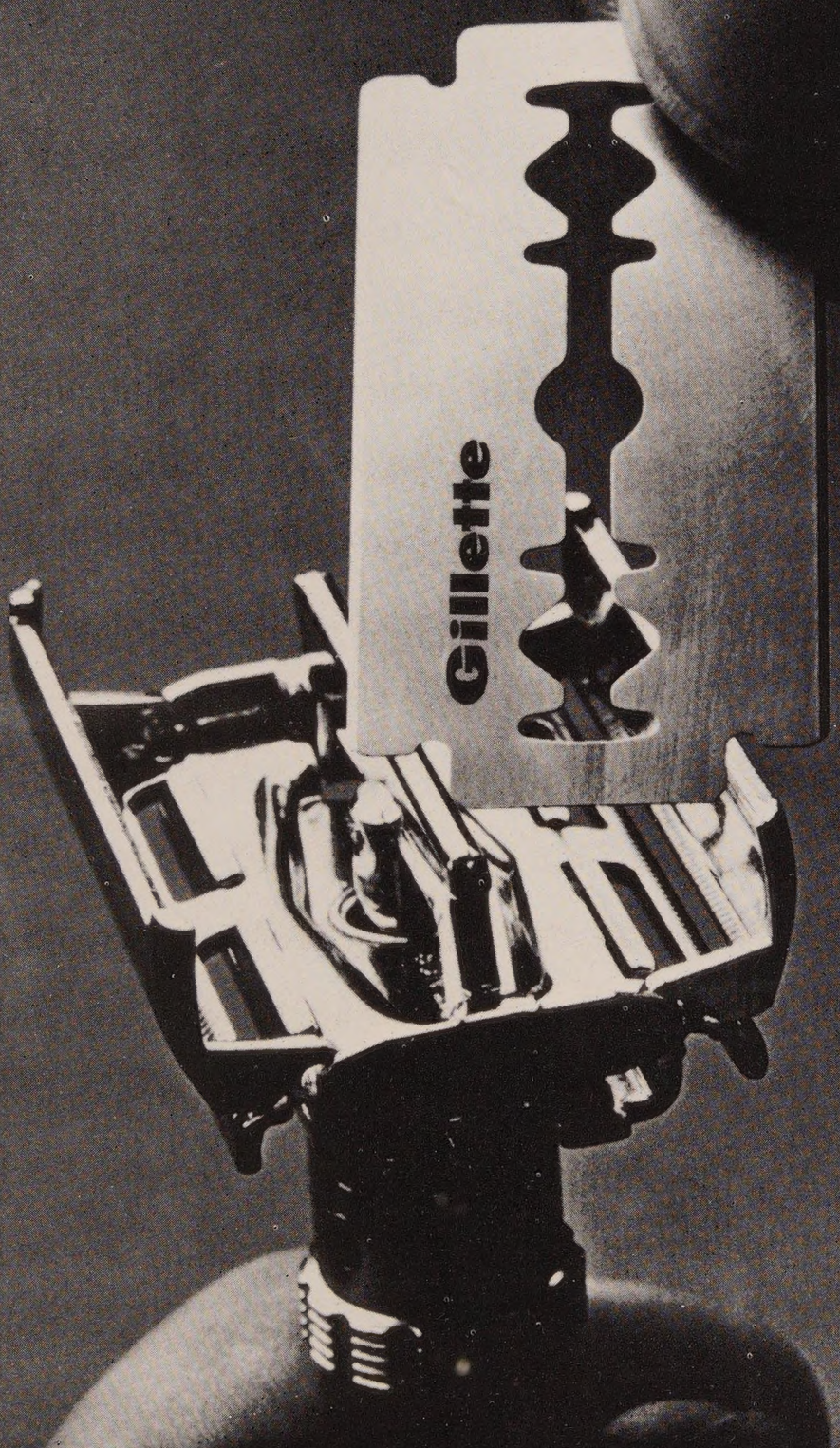
Bernie Siffel, 9200 State Rd., Philadelphia, Pa. 19114, will write to any girl interested in railroading or railroad songs.

John R. Batts, 51 Horton View, Banbury, Oxon, England OX 16 9HW (senior technical officer in British Rail Signal and Communication Engineering Dept.), will correspond with young lady interested in railroads in U.S. or elsewhere.

Miss Carolyn Patterson (age 26), Route 3, Box 38, Pine Bluff, Ark. 71601, wants to hear from anyone who knew her father, William Patterson, who was born in El Paso, Texas, lived at Pine Bluff, married Frances Ann Oaks, and moved to Odessa, Texas, his last known address. ●

Tomorrow morning, look at your double-edge.

If the razor says Gillette, the blade should say Gillette.



In fact, your razor almost has to say Gillette. Because more than 9 out of 10 double-edge guys use Gillette razors.

But Gillette razors were designed to have Gillette blades. Because we make our blades to match our razor. To make a shave others try to match.

Gillette Super Stainless or longer-lasting Platinum-Plus® blades. No blades shave smoother. No blades shave closer. And even if you use the cheapest double-edge around, the most you save is about a nickel a week. That's probably why more men use Gillette than all other double-edge blades combined.

So take a look tomorrow morning. Look at your razor. Look at your blade. Then look at your mirror.

If you don't have the blades, you don't have the shave.

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